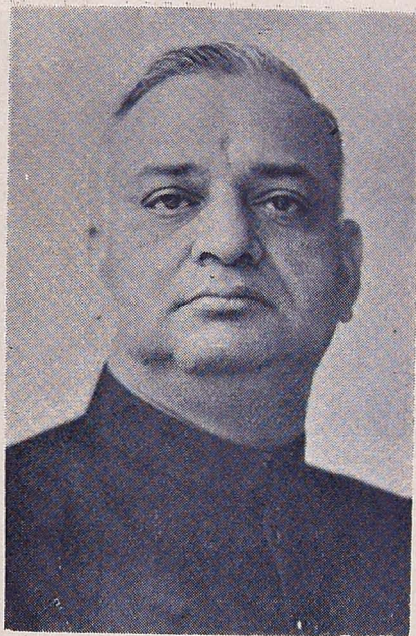


CHAIRMAN
RAILWAY BOARD

GOVERNMENT OF INDIA
NEW DELHI
24th February, 1954

With the increased interest being taken by all sections of the public in each aspect of railway working, it is appropriate that an official Journal, like SOUTHRAILNEWS, should now make its appearance. I wish it every success and increasing popularity with railway users and our own staff.

K. B. Reddy



MEMBER
(TRANSPORTATION)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
29th March, 1954

I am very glad to know that the Southern Railway is going to publish its own house magazine with effect from April, 1954. I have no doubt it will remove a long felt want and prove to be a valuable instrument for creating understanding and fellowship between the administration and the large body of staff who together carry the burden of running efficiently the Railways in the Southern part of the country. . .

I have great pleasure in conveying my good wishes for a useful and successful career for the new Magazine which, I hope, will soon grow into a popular forum not only for discussing railway matters but also for cultural expression of the Railwaymen of the South.

W. S. D. S.

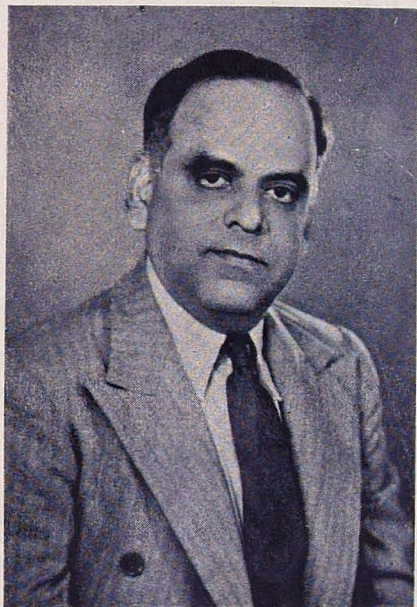


FINANCIAL COMMISSIONER
OF RAILWAYS

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
29th March, 1954

I am glad to hear that the Southern Railway propose to bring out a Monthly Journal—"SOUTHRAILNEWS." I need not emphasize the value of such a Journal which enables railwaymen to know about each other and which can provide them with the necessary relaxation when they want it. I have no doubt that the publication is well-timed and that it will cater to the needs of the railwaymen in the South not only by keeping them informed of the latest developments on the Railways but by affording them a forum through which they can promote their corporate life further. I wish the Journal a period of useful service.

De Bhattacharya



GENERAL MANAGER
SOUTHERN RAILWAY

MADRAS - 3.
21st March, 1954

A magazine under official auspices has become a recognised feature of all major industrial and commercial undertakings. The utility of such a magazine is all the greater in a large Railway System like ours run by the joint effort of over a hundred thousand members of staff distributed over several thousands of square miles. The need for such a journal had been felt by the component units of the integrated system for some time now but the question of finances was a stumbling block. It is a matter of great satisfaction that we have now been able to overcome this difficulty.

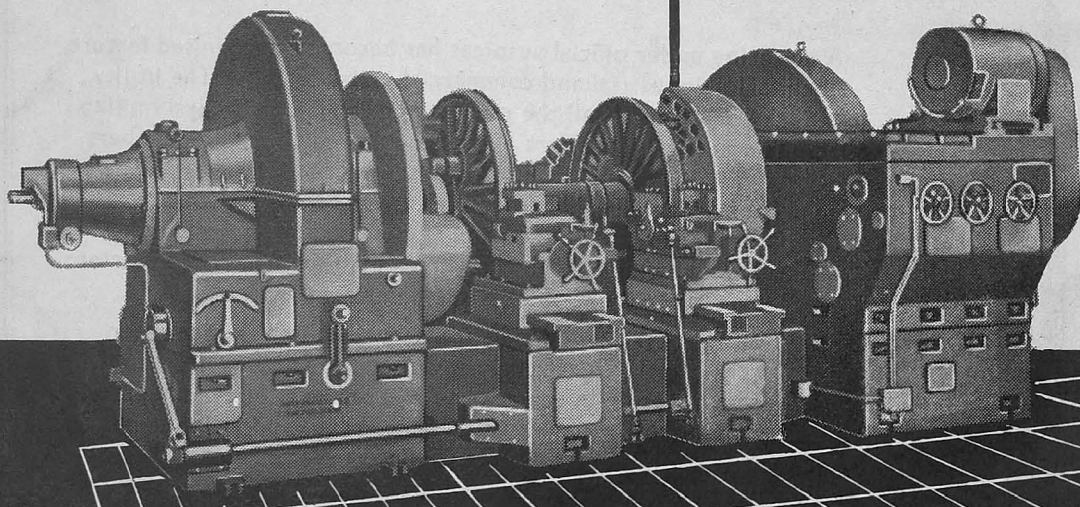
SOUTHRAILNEWS will, I am sure, serve not only as a common link for the social and cultural activities of the staff in different centres but with the talents available in our midst I am sure it will develop also into a forum for discussing technical development and modern trends in Railway operation. We are catering to a public need and public opinion will be the ultimate judge of the work we do. It should therefore be our objective to keep the public interested in our activities and problems. This journal will, I am sure, assist us to take the public more into our confidence. I wish the SOUTHRAILNEWS all success.

MfD

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SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. I

No. I

APRIL, 1954

Editor :

T. S. PARTHASARATHY

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Manuscripts and photographs, not accepted for publication, will be returned only if the sender so requires and encloses the usual stamped, addressed envelope.

Contributions should be addressed to the *Editor*, not by name, and reach him not later than the 10th of the previous month.

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SOUTHRAILNEWS

Vol. I

APRIL 1954

No. I

OURSELVES

WITH this issue, the *SOUTHRAILNEWS*, the official organ of the Southern Railway, published under the aegis of the Staff Benefit Fund, embarks on its career. The need for a big organisation like a Railway having its own forum, through which all associated with its working can give expression to and exchange their views and experiences, appears to have been felt even during the early days of railway operation in India. The Madras Railway Company, which opened its first line as early as in 1856, had its own magazine called the 'Madras Railway Magazine,' published from Arkonam. In recent years, the ex-South Indian Railway was, for a number of years, publishing an official journal called the 'South Indian Railway Magazine,' the publication of which was discontinued during the last war. At present, five out of the six zonal systems have their own house organs and it is hoped that the launching of the *SOUTHRAILNEWS* will satisfy a want that has been felt on the Southern Railway ever since its inception.

The journal will be devoted to all railway problems, travel, railway engineering and other matters of technical and general interest. One of its most cherished objects will be the fostering of 'esprit de corps' among all classes of railway staff and the promotion of cordial relations between the administration and the employees with a view to spurring them both to greater effort to render to the public the service it expects of them. No less important is the building up of a better understanding between the railway and its users, the public, by arousing their interest in railway affairs and bringing home to them the service which thousands of railwaymen render to them quietly and unostentatiously. We can, for instance, take them occasionally behind the scenes and show them the highly organised, vast machinery that is in motion for ensuring their safety and comfort when they are under our care. It will, therefore, be our endeavour to interpret this aspect of railway working to the public whom it is our privilege to serve.

Yet another aim of the journal is to publish articles written by experts on technical matters which will enable railwaymen to study the latest developments in all advanced countries and widen their knowledge of the work they are engaged in. As a forum, its pages will be open to all reasonable comment, from whatever source it may emanate and it is our hope that a vast majority of our workers as well as railway users will find the publication useful and entertaining and will look forward to receiving it month after month.





Tourism in India

Tourism is today one of the major industries in the world, having not only cultural and economic but political significance as well. Whereas, on the one hand, several countries depend on it as an important source of foreign exchange, it is on the other, a vital instrument for promoting international understanding. The tourist who travels to a foreign country, not only plays the role of an importer of goods and services through his expenditure on transportation, lodging, food, amusements and purchases, but also the role of an emissary of good-will. India's invitation to overseas visitors derives strength from her consciousness that she has practically everything that would interest them—a great store of ancient art and culture, numerous historical monuments on which is chronicled the story of her civilisation through the ages, many advanced technical institutions and an infinite variety of flora and fauna. She abounds in beauty spots and pleasure resorts and offers many an opportunity for individual tastes, such as big game, fishing, boating, hiking—to name but a few.

The Government of India are paying considerable attention to giving an impetus to the development of tourism, particularly to attracting foreign tourists. Their broad objective is to

organise publicity in foreign countries and to ensure that visitors from abroad are provided comfortable facilities during their sojourn in this country.

In this context, the suggestions given by Mr. Mogens Lichtenberg, President of the International Union of Official Travel Organisations, who recently toured this country, will be found highly interesting and useful by those connected with tourism in this country. Talking about hotels and restaurants in India, he warned them against turning their establishments into little Americas or Europes because "tourists do not come to your country to feel at home, but to see India as she is." He said that foreign tourists come to India to live in and experience an Indian environment, which includes not only Indian food but also Indian culture in the shape of Indian paintings, dance and music and even Indian motifs in the decorations and furniture. Indian murals, for instance, could effectively replace those depicting scenes from French or English classics.

Among the other valuable suggestions made by Mr. Lichtenberg are the presentation of Indian art, music and dance to foreign visitors, provision of beds conforming to international standards and the issue of a price index for the guidance of tourists.

He believes that India can build up its tourist influx to 2,00,000 people per year within the next decade if the potentialities are properly exploited.

PROGRESS OF RAILWAYS UNDER THE FIVE-YEAR PLAN

A Brochure recently presented to Parliament, on the progress of the Five-Year Plan on Railways, states that, while the first Five-Year Plan aims at rehabilitation and consolidation, the second Plan will usher in an era of railway development.

Expenditure on the major projects which have been commenced in the Plan years, and will be in progress in 1955-56, will naturally become the first commitment in drawing up the outlines of the second Five-Year Plan.

The Mokameh Bridge, the new lines already sanctioned and those that may be started in the concluding year of the Plan and the large line capacity works on the north-east and south-west lines are anticipated to absorb about Rs. 60 lakhs in the next period.

On the other hand, luckily, the burden of replacements, of rolling stock will not press so heavily. For instance, the number of locomotives and wagons becoming overaged during 1956-61 will be of a markedly lower order as additions to stock during the years immediately following the first World war were extremely limited.

Even so, the brochure adds, railways will need to be carefully conserved and developed if the development of the railways were to keep pace with the progress in other sectors, and with greater support from Central finance, the scope for flexibility and expansion

in the second Five-Year Plan will be wider. Also, there will be more opportunity to broadbase the Plan and build it up from below.

Summing up the progress made on the Indian Railways during the first three years of the present plan, the brochure states: "As in other segments, the railway plan is becoming increasingly effective and the main weight of the Plan expenditure will be felt in the latter half of the period. Against the average annual investment of Rs. 80 crores, the first year fell short by about Rs. 10 crores and the second by as much as Rs. 20 crores. The third approximates to the average budgeted figure, while, in the fourth and fifth, the level should be running between Rs. 95 to 96 crores per annum."

The lag in the second year was large chiefly due to non-receipt of rolling stock items ordered in the pre-plan years, and short supplies of essential materials like cement and steel which retarded progress all round —on restorations, new lines, line capacity and welfare works.

If the time-table for import of the large number of rolling stock units and track materials on order is kept up, there is little reason to fear that the Plan will not absorb its full allotment of Rs. 400 crores.

100TH CHITTARANJAN LOCOMOTIVE

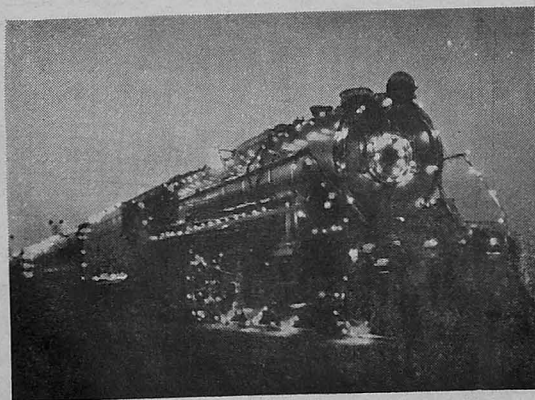
The 100th Broad Gauge locomotive produced at the Chittaranjan Locomotive Works with 95 per cent of components made in India, was recently turned out of the workshop.

The Union Minister for Railways and Transport, Mr. Lal Bahadur Shastri, drove the sleek and glistening locomotive from the factory shed to the site of the ceremony. The celebration of the occasion was simple but historic and solemn.

The locomotive has been christened as "Chittaranjan 100". The production of 100 locomotives during the last 3 years in the Chittaranjan workshops is a great achievement of the officers and staff employed in the Workshop. Considering the fact that the targets fixed for Chittaranjan were exceeded, everyone will agree with the Railway Minister's statement that railwaymen are a hard working and efficient lot and Chittaranjan is a living example of their achievement.

Chittaranjan is growing and will soon become a hub of the mechanical engineering industry in India and is a model township giving all the workers living conditions which Government expect every workman in India to have. A technical school is being developed to provide trained mechanical engineering personnel. With the technical staff now available, it is expected that the present output can be doubled at no distant date.

"Chittaranjan 100"



BUDNI - BARKHERA NEW DOWN MAIN LINE

A 16-mile railway line across the Vindhya mountains, providing an alternative link between Budni and Barkhera on the Itarsi-Bhopal section of the Central Railway was opened recently by Mr. O. V. Alagesan, Deputy Minister for Railways and Transport. The construction of this line, about 475 miles from Bombay, can well be called as a big step forward in the elimination of transport bottlenecks on the Indian Railway system in general. It would also be appropriate to say that this construction across the mountainous terrain of the Vindhyas is another monument of Indian Railway Engineering, comparable with the more recent achievements like the widening of the tunnels in the Bhore and Thull ghats, the construction of the Assam Rail Link and the construction of the Quilon-Ernakulam Railway line now in progress.

BEGGAR NUISANCE ON RAILWAYS

The prevalence of begging in trains and in railway premises is a source of discomfort, inconvenience and annoyance to the travelling public. The evil is not peculiar to the railways and in fact has become so intolerable in big cities that recently a Member of the Bombay Assembly introduced a Bill seeking to provide for a penalty for giving alms to beggars. The remarks made by this M.L.A. in connection with his Bill are worthy of consideration by all who are interested in eradicating the evil. "On moral grounds no person under a mistaken

(Continued on page 22)



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SOUTHERN RAILWAY - CIVIL ENGINEERING DEPARTMENT

M. GANAPATHY

Chief Engineer

OUR Southern Railway which has been formed by the amalgamation of the South Indian, the Madras and Southern Mahratta and the Mysore State Railways, is the biggest of the six zones created as a result of the integration of Indian Railways. To-day the mileage of our Railway is 6,065. An addition of 154 miles is in the offing, due to the restoration of the Angadipuram-Nilambur, Usilampatti-Bodinaickanur sections and the construction of the Quilon-Ernakulam Section.

When the integration was effected it was realised that, in view of the vast amount of work involved, the heads of departments could not be dealing in detail with every subject for the whole system as was being done previously and hence three regions, comprising 17 districts in all, were formed and powers allotted to the Regional Deputies, in charge of these regions, to deal with less important works, leaving only the more important ones to be dealt with at the headquarters level. Due to the special nature of the Mormugao District and the Engineering Workshops, Arkonam, these have been retained under the direct control of the Chief Engineer.

The Civil Engineering Department, which is in charge of permanent-way, buildings, bridges and other structures, has to work in close association with every other department and is unique in this respect, that while it caters to the needs of all the departments, it has also got to attend to the needs of

the public. It is, therefore, inevitable, that this department should come in for a certain amount of criticism not only from the other departments but also from the public, who in these days do not hesitate to voice their grievances in no uncertain terms. This, rather than discouraging us in our efforts to maintain our high standards of work, gives us an added incentive to put forth greater effort to ensure that such criticisms are minimised if not altogether avoided and goodwill earned all round.

In these days of labour movements, each with full consciousness of its rights and strong agitation to obtain more privileges, without, it must be said, at the same time putting forth the necessary efforts to adequately compensate for them by an increase in the out-turn of work, it is gratifying to note that the staff of the Civil Engineering Department including the working staff, particularly the gangmen who toil all day long, in fair weather or foul, have not been sparing in their efforts to maintain the track not only safe but also comfortable for travelling. I hope this tradition will continue and that this department will acquit itself most creditably in spite of the handicaps created by the various checks and controls introduced from time to time in the carrying out of works, and continue to render efficient service to the travelling public to the best of its ability.

The supervisory staff of this department, on whom devolves the

responsibility of getting the proper out-turn of work, have also reacted very well to the changed circumstances and most of them have realised that more work can be got by goodwill and kind and just treatment rather than by the older methods of harshness and punishment, savouring of vindictiveness. The best way of viewing this

question is for everyone to place himself in the other man's position and see and feel with him and understand his viewpoint. Only then can everyone be assured of fair and just treatment without room for any misunderstanding. This is my appeal to the staff of the Engineering Department.

NOTES AND COMMENTS

(Continued from page 19)

notion of charity has a right to fling a copper at a beggar and induce him to commit an offence under the Beggars' Act, while he himself escapes punishment for having abetted the offence." The opening of a Beggars' Home near Madras by the Government and editorial comments made by prominent journals in the country are pointers that the evil is assuming undesirable proportions.

Railways have been paying special attention to this problem, but their efforts to control the evil can be successful only if the public co-operate with the railway administrations. Among various methods of publicity adopted by railways to eradicate beggar nuisance, is an appeal to the travelling public to desist from giving alms to beggars in trains and railway stations.

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RAILWAY AS A CAREER

S. R. SARMA

Chief Operating Superintendent

(Summary of a talk delivered recently to the students of the Karnatak University, Dharwar)

THE subject of my talk today is "Railway as a Career." All of you doubtless know our Railways in India are the property of the nation. They were not nationalised by any revolutionary process. They came to be nationalised in the course of several decades. Our Railways are the fifth largest in the entire world. Their mileage of a little over thirty-four thousand and capital outlay of over 800 crores of rupees, in relation to the size and population of India, cannot compare favourably with the mileage of Railways in more advanced countries of the world.

We are going through ambitious schemes to enable our Railways to keep pace with the greater demands on them. All the same, the public often complain about certain aspects of the Railway working, often not realising some factors which are responsible for the Railways being unable better to satisfy the public.

It has to be realised that according to contemporary concepts of successful commercial working, generally speaking, our Railways were in the past equipped to the minimum and expected to perform to the maximum. This is markedly in respect of the erstwhile Company Railways such as the ex-M.S.M. or the ex-S.I. Further, during the last war, our Railways were put to the maximum possible strain with one object in view and that was to win the war. Current maintenance and continued rehabilitation were thus denied.

When freedom dawned, the almost exhausted Railways were required to continue to cope with the strain with increased passenger and goods traffic. It is in this predicament that the Railways are unable either to give cent per cent satisfaction to the public or to make unavoidably slow but undoubtedly steady improvements they are gradually effecting, strikingly impressive.

There can be no doubt, at least in the minds of those who have cared to keep current with information available through the Press, that Railways are making steady progress. Each of the six Indian Railway systems spend each year Rs. 50 lakhs for provision of Passenger amenities such as supply of cool drinking water, fans in third class compartments, roofing over platforms, better refreshment rooms and platform stalls, and raising of low level platforms to standard height. These measures apart, in the first Five-Year Plan period, our Railways are to spend some Rs. 500 crores, more than 50 per cent of their present capital outlay, on improvements including rehabilitation and greater carrying capacity. When all this is done, it is hoped that our Railways will be able to give a larger measure of satisfaction to the public and to the business interests.

Having given you a very brief idea of the present position and future possibilities of our Railways, I must revert to the main theme of my talk which is "Railway as a Career."

The Railways of India employ about one million persons. Assuming an average of five in a family, it is reasonable to assume that some five million people in India are more or less dependent on our Railways. This makes nearly one-seventieth of India's population dependent on the Railways. The importance of this great national undertaking cannot therefore be underestimated.

It is not merely a great national undertaking. It is the No. 1 Public Utility Service of the country, on the good functioning of which depends the sustained economic and industrial progress and prosperity of the country. It is not a mere business concern looking only for profits, because of this great Public Utility aspect. This huge business, viz., our Railways, serves the entire nation in one way or another. To serve in such an undertaking should, I have always held, be considered a privilege.

I am now reminded of what an eminent professor of mine, Professor F. E. Corley of the Madras Christian College, wrote to me when I joined the Railway service about 30 years ago. In his letter, Professor Corley said: "Railways are not romantic, but the man who helps to run the Railway of his country honestly, economically and efficiently, is doing a great service to his country, which ought not to be overlooked." This is a pregnant statement in elaborating which I can easily exceed the time allowed to me for this talk. After 30 years of Railway service, I have only one slight alteration to suggest in the above-quoted statement and that is to say that the Railways *are* romantic, i.e., to cut the word 'not' in the above statement.

Not only should the Railway be romantic or thrilling to young boys and girls, but they should also be the same to those in Railway service if only they realise that they are helping in the rendering of service of all-out importance to the nation. Once Railwaymen, whatever their status may be, realise this all-important fact, a huge vista of service can be seen by them before them. In fact, such of them as are imbued with a sense of patriotism and passion for the national well-being should be in a position to take to their work with a missionary zeal in addition to the undeniable mercenary interest that all work for a living implies.

Transporting passengers and goods from place to place is the service rendered by our Railways. This is a colossal service. Various interests have to be catered to. The nature of the service is such that cent per cent satisfaction to all the interests catered to cannot be assured. Therefore, the greatest common measure of satisfaction is aimed at. Needless to say, the greatest common measure of satisfaction cannot be static in respect of the quantum of service rendered and satisfaction given. There is always scope for improvement, and self-complacency bordering on stagnation cannot be permitted.

Apart from long overdue recovery and rehabilitation, Railways in India are suffering from certain handicaps. In the field of passenger train services, consistently with safe working, the speed of trains is not such as to compare favourably with that in a country like the United States of America. Traffic is erratic and short-distance and long-distance traffic requirements have to be fitted in, often with reference to

the same train. If the wishes of everyone are to be complied with, some of our comparatively fast Express and Mail trains, and among them some which are not considered fast enough, will stop at every station and at several more new stations to be provided, thus making the Railway no better than a tramway! Time-tabling on the Railways is a most intricate job involving considerable adjustment as between the conflicting interests and wishes. Time-tables are therefore very delicately adjusted.

In the field of goods traffic, few realise or appreciate that, compared with the pre-war years, in the post-war years our Railways have been carrying considerably more traffic and they have patiently borne the brunt and quietly helped to move foodgrains and other vitally required commodities in large quantities over long distances, to arrest scare and scarcity. Here and there, our Railways have been unable currently to clear all the traffic they have been required to clear but this is due partly to first attention being given to the transport of foodgrains and vitally required commodities, and partly due to the sudden spurt of industrialisation and export of mineral ores, etc. Also, there have been cases of highly exaggerated demands in respect of some commodities.

The position today however, broadly speaking, is that demands for wagons are reverting to realistic levels and concurrently, wagon holding on Railways is gradually improving. In this connection, mention must be made of our producing our own locomotives in our country. The Chittaranjan Locomotive Works turned out recently its

hundredth locomotive. This huge institution for manufacture of locomotives in India is designed in the next few years to produce 120 locomotives and 50 spare boilers every year. Meanwhile, the Railways are importing locomotives from abroad to cope with the current traffic demands.

India had a number of Railway systems, some small, others big. Three years ago, all these different systems were welded together in the form of six major systems approximately of six thousand miles in length each. This process of integration is a step in the right direction and has enabled each of the six new systems better to pool the resources of its erstwhile separate units, to cut down the margin kept idling but up the sleeves by some of the units and in an overall way to get more use out of available resources. Each system being rather huge for administrative purposes, is divided either into Regions or into Divisions controlled by one or more senior officers.

Two charges are now and then levelled against Railwaymen. One is that there is absence of courtesy on their part. Much has been done in recent years which has resulted in staff on the Railway being more courteous and polite to the public. The Railway administrations take a serious view of any discourtesy. Very prompt and serious attention is given to all public complaints. As for corruption, people often forget that the giver is as much responsible as the taker of a bribe or any such illegal gratification. Recently the Railway Minister has appointed a Committee of Members of Parliament to go into the prevalence of corruption in the

Railways and to report on the same with suggestions for remedial measures.

Another factor which has been agitating the minds of the public at large pertains to accidents on Railways. While no Railway anywhere in the world can escape accidents, saying so cannot warrant complacency in respect of accidents and lack of effort towards reducing their number. Recently the Railway Minister has appointed a small Committee to be presided over by his Parliamentary Secretary who is himself a Member of Parliament, to go into this matter.

I owe it to you to give you all this background information about the Railways before I turn again to the main theme of my talk to you today, viz., "Railway as a Career." In Railway service there are certain privileges and also certain obligations. The privileges are serving the country's No. 1 National Concern and Public Utility Service. The salary scales are higher and better than in most other comparable services. There is security of tenure and complete absence of all the defects of private employment. In course of time, the conditions of service will no doubt become a model for other businesses to imitate. As for obligations involved, Railwaymen have to realise that they are doing a National service, that they belong to an institution of considerable importance for the nation's existence and that they cannot be merely mercenary but have to develop a missionary enthusiasm for service.

Railway servants come under one of four classes. Class I service comprises Gazetted officers as commonly called, who are Administrative and Executive officers and their Assistants. Most of

these are direct recruits. Recruitment to this class of service is done by the Union Public Services Commission even as in the case of other All-India Government Services. Class II service comprises men from the lower ranks but selected to be officers. Generally speaking, no direct recruitment to this service is made.

Class III service covers those who are called 'Subordinates' such as clerks, station masters, inspectors, drivers, foremen, etc. Generally speaking, one is recruited to the lowest rung of the ladder and rises up to the top as far as he can reach. This recruitment is made by the Railway Services Commission located at four centres, viz., Bombay, Calcutta, Lucknow and Madras. These Commissions comprise a Chairman and a Member, both drawn from among retired officers. The Chairman and Members of these Commissions are not men still in the regular service and are appointed for a few years only. This is so because they are required to be free from any possible influencing by their superiors if they were still in service. Recruitment is made by these Commissions by advertising in the Press giving full details of vacancies, terms of employment and other conditions, and considering the applications in a dispassionate and judicious manner. Thus any favouritism or influencing is ruled out.

Class IV service on the Railways covers smaller jobs but none-the-less most important jobs such as those of pointsmen and artisans. One big point about Railway service is that while different qualifications may be required for different services and the scales of pay may not be identical for all the

categories of Railway services, the contribution that each employee makes is of equal importance and there is dignity attached to each man's work.

Whether one is recruited direct to the higher ranks in Class I service, or to the lower ranks in Class III service, he starts at the bottom of the appropriate service and works his way up. While seniority in service is considered for promotion up to a certain stage above Rs. 200 per mensem pay, further promotions are based not merely on seniority but on selection on the basis of merit, etc. *Ad hoc* Selection Boards are constituted for the purpose, and smart employees with a clear enough record of service showing intelligent interest in work are preferred. To those who are in Railway service and answer to these qualities, prospects are bright while to those unfortunates who do not answer to these qualities and may not have such bright prospects, stagnation at intermediate stages is not made too distressing.

This talk is mainly addressed to you, students of the University, who as soon as you complete your studies will naturally want to know how best you can get employed, earn your livelihood and improve on your financial position. You the youth of the country are the future pillars of the nation. The older elements will fade out in due course in the next three decades or more. During this period, on you will largely depend the interests and well-being of our country.

If you get employed in the Railway, you should in my view consider yourselves fortunate in that you will have a field of activity in which you can combine a sense of patriotism and National service with a source of income for work rendered. It is this combination which will make your vocation an agreeable one. Railways offer you such a chance, but as I have already mentioned, recruitment for the Railway is done in the most judicious manner free from recommendations, influence, etc., which can only be considered inconsistent with the best concept of democracy.

May I appeal to you whether in fact you manage to serve in the Railways or not, to realise and always remember the importance of the Railways for the Nation and to discourage anything that tends to interfere with the smooth working of the Railways. Pulling the alarm chain of a Passenger train, for example, may be fun to the puller and his associates but to a very large number of passengers, it delays the train. Travelling without tickets may be flattering to one's sense of bravado but it deprives the country of legitimately due revenue, causes overcrowding and sometimes also encourages pickpockets, etc., in their nefarious activities by giving them greater ease to do their work in a crowded compartment.

May I appeal to you all, therefore, to remember that Railways are the Nation's Property for the Nation's Prosperity.



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A RECENT VISIT TO TANJORE AND GANGAIKONDACHOLAPURAM

S. RAMAYYA

Financial Adviser & Chief Accounts Officer

TO the historian and the archæologist, Tamil country, with its ancient temples, is a veritable storehouse of art treasures. Of the innumerable centres, three stand out important, viz., Mahabalipuram, Tanjore and Gangaikondacholapuram. Gangaikondacholapuram can be reached easily either from Chidambaram or Kumbakonam.

In Mahabalipuram, a lot of work has been done and a good deal has been written about it. It has been explored thoroughly. Tanjore and Gangaikondacholapuram however remain still largely unexplored and any amount of work has yet to be done on them. My recent visit convinced me about this.

Temples at Tanjore and Gangaikondacholapuram

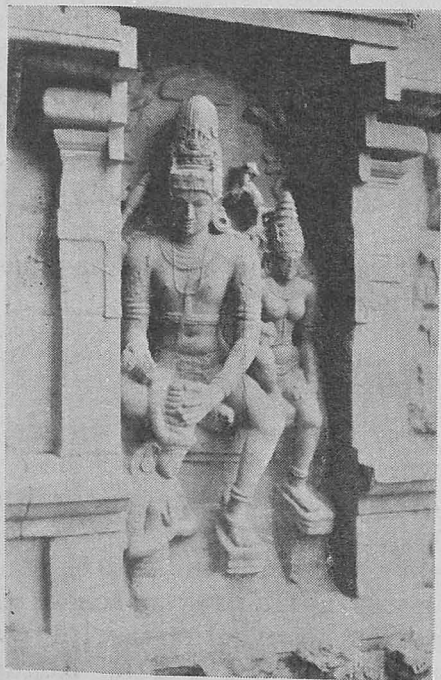
The temples at Tanjore and Gangaikondacholapuram are dedicated to Lord Brihadeeswara. They are in the early Chola style and appear to have been built late in the 10th and early 11th centuries by Raja Raja, the Great, and his son Rajendra Chola or Gangaikonda Chola. The simple classical style of these two temples with a neat and clear plan will strike even a layman. On entering the temples, the central dominating Vimana and the low outer gopurams give an extremely pleasing appearance to the eye as contrasted with the later Vijayanagar styles of huge gopurams in front with the central shrine and

sikhara completely dwarfed. Even from a long distance, these temples by their sombre and austere simplicity and imposing appearance indicate the restrained but terrific Chola military power in contrast with the later flamboyant and ornate Vijayanagar style of temples.

Sculpture

The sculptures of these shrines, two of which are represented here, are remarkable. They have outgrown the youthful Pallava sculpture of Mahabalipuram and seem to indicate the middle age strength of a growing school of art. Free from conventions, with a restrained suppleness and an extraordinary eye for form and realism, but without neglecting the idealistic base of Indian art, they are also a contrast to the growing conventions of early Vijayanagar and the stiffness of the later Nayak art. The growling lions of the panel here represented reveal the occasional ferocity of Chola militarism. The 10th, 11th and 12th centuries not only produced these beautiful sculptures but also those wonderful Chola bronzes, some of whom are still found in the Gangaikondacholapuram temple. A lot of these bronzes have disappeared from South India and even India. It was this great plasticity of the bronze casting which shaped the wonderful skill of the Chola's sculptors. South Indian plastic art reached its highest level in these sculptures and the equally great Chola bronzes, the peak

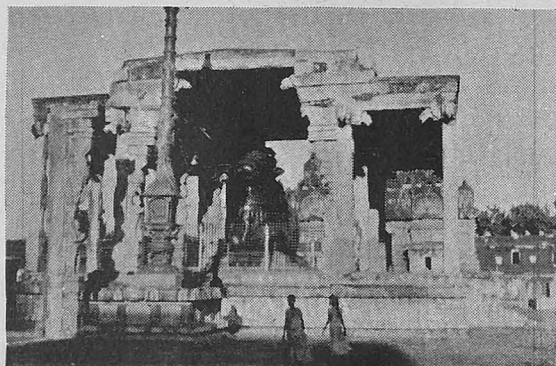
creation of which is the Nataraja in the Tandava pose.



Tanjore Frescoes

One of the wonders of the Tanjore "big temple" is the discovery of the Chola frescoes by the late Mr. S. K. Govindasamy. They are yet to be published in proper form, but I had the pleasure of seeing them in original with the help of the Archaeological Department. Only then, could one realise the worth of these paintings. The continuity of Indian tradition in painting also will be realised only after seeing these frescoes. The great Ajanta style is continued in Chithannavasal Pallava painting. Tanjore carries the tradition further. The curves have become a little stereotyped, but the long eyes, the wonderfully balanced rhythmic lines and the fine colouring still continue. What a pity

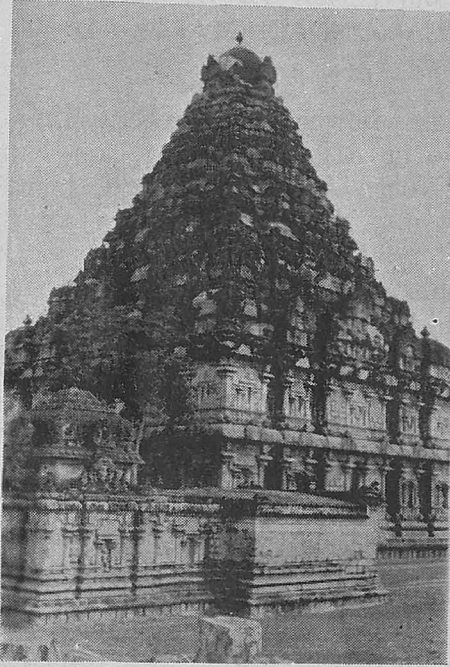
the Nayak rulers put a daub over these paintings and imposed their stiff, unbending ugly figures over such beautiful creation! Tanjore, next to Ajanta, should soon become a centre for tourists.



Further work to be done

We should congratulate the Archaeological Department on the great progress made by them in their work on these paintings as well as in conservation work. A good deal, of course, yet remains to be done. The publication of the extant paintings in the best style is immediately called for and greater conservation work in these temples is indicated. Good illustrated booklets explaining the significance of the various aspects of Chola art in these temples will, it is hoped, be forthcoming very soon.

In the case of Gangaikondacholapuram, I tried to trace some of the old mounds on which palaces were supposed to have been built, but they have all been overgrown with cultivation. Some of these spots should be acquired and kept as mementos of the old great capital.



The Great Cholas

These wonderful temples and the great sculptures and paintings were done under the patronage of the great Chola emperors, who ruled the South from 850 to 1200 A.D. and who built up a vast empire stretching from Ceylon to Mahanadi, except the Deccan plateau proper. And Chola imperialism was a remarkable institution unlike the contemporary usual types of empires of those days and is worthy of a detailed study. It was the work of a succession of warrior kings, Vijayalaya, Raja Raja I, Rajendra Gangai-kondan, Vira Rajendra, Rajaditya and Kulottunga I. These kings and emperors successively smote the decaying Pallava power, crushed the Pandyas and petty local kings and stopped the onrush of the Deccan Rashtrakuta and Chalukyan imperial kings, conquered the eastern coast upto Mahanadi and spread terror into

Bengal. Ceylon, South Burma, Java, Sumatra, Laccadives, Maladives all fell a prey to their navy which swept the eastern and western seas. They had a very powerful standing army which, though mainly composed of infantry, was more than a match for any contemporary Indian army. It was the Chola sea and military power which staved off a complete and quick Islamic conquest of India and paved the way for the later Vijayanagar build up; otherwise, the Arabs and other sea-faring Islamic peoples would have put a ring round the sub-continent with their settlements on the seacoast and slowly encircled India; while the Turks would have finished the conquest from the land side. When northern Rajput kingdoms were falling like a house of cards to the fury of Islamic onslaught, Chola power held the last ray of hope which was to be revived later by Vijayanagar.

More than the military power, the civil administration built up by the Cholas even to-day extorts our admiration. It is doubtful whether Indian administration at any age reached Chola standards or would reach them in future. It was a remarkable achievement combining village autonomy and local self-government in the widest sense, with full powers in fiscal, judicial and welfare matters. The elections to their village assemblies described in detail in Uttaramerur and other inscriptions leave one in wonder, whether such things took place in the 10th century A.D. There was a thin bureaucratic district administration with a strong despotism at the centre. In an age when

(Continued on page 32)



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A RECENT VISIT TO TANJORE AND GANGAIKONDACHOLAPURAM

(Continued from page 31)

Islamic power was overrunning the whole of Asia, west and east Europe and North Africa, when all the world including North India was relapsing into feudal and semi-feudal institutions, in this corner of India, these great Tamil rulers had an ordered administration based on local self-government with every inch of land measured and with the Central Government directly dealing with the cultivators.

It was these great conquerors and administrators who built these wonderful cities of Tanjore and Gangaikondacholapuram. The latter city, which has disappeared except for a few remains, must have been a live, busy and vast metropolis with its huge tank and temples. Armies trampling through its vast streets before their onward march north and south, must have been a wonderful spectacle, while returning armies bringing vassal princelings from every part to grace a Chola triumph would be tumultuously welcomed. Even strong imperialisms perish finally. The Cholas decayed in dynastic quarrels, rebellions of Governors and the revived attacks of Pandyas who are supposed to have sacked and burnt and ploughed up Gangaikondapuram. The ultimate reason was the slow growth and spread of Islamic imperialism from north to south. In a cavalry age, purely infantry-based empires had no ghost of a chance and all the southern empires were disintegrated. Although the great Cholas perished, their great and imperishable legacy of art would live for ever.

SOME PROBLEMS OF RAILWAY STORE KEEPING

P. N. TALATI

Controller of Stores

THE main purpose of any Stores Organisation is to provide a reliable service of supply to all consuming departments of their day-to-day requirements of stores at the most economical cost. With the exception of a few specialised items like Rolling Stock, Permanent-way Materials, Coal, etc., which are handled directly by the Railway Board, the procurement of all other items is the responsibility of the Controller of Stores and on whom devolves the duty of ascertaining the needs of the Railway in the matter of materials and stores and arranging for their supply in the most efficient and expeditious manner possible.

For stores to be readily available as and when required, it is necessary to establish centrally-situated Stores Depots where a large number of items in regular demand for Operation, Maintenance and Repairs is stocked, catering for the requirements of all the departments in that particular Region. Some of the large-sized Depots on this Railway are located at Negapatam, Golden Rock, Podanur, Tambaram, Perambur, Mysore and Hubli. The number of items stocked in each of these varies from 5,000 to 15,000. The method adopted for maintaining stocks is that every item has a Tally Card on which is shown the maximum and the minimum limits. The minimum limit represents the quantity below which the stock must not be allowed to be reduced before making arrangements for further re-couplement. The minimum limit is

calculated on the time it takes to procure or manufacture the item and the quantity which will be consumed during that period. The maximum limit represents the quantity which may be ordered at a time.

The approximate total value of the stores held at these Depots on Capital Suspense is more than Rs. 7 crores, and such a large investment in Stores requires co-ordinated supervision and an organisation capable of maintaining the closest co-operation with all Departments. As stocks on hand represent funds that are not productive, one of the primary responsibilities of the Controller of Stores is to keep his Stores Balances at as low a level as possible, and at the same time to ensure a regular flow of supply to all consumers. To achieve this, the utmost co-operation of the indenting departments is essential.

Consuming Departments can be of great assistance in maintaining stocks at the proper level by :

(a) Forecasting their annual demands as accurately as possible, and giving timely advice to the Stores Department of any anticipated increases or drop in the normal rate of consumption.

(b) Reviewing Standard Stock Lists periodically with a view to simplification and standardization of stores stock so that a single item is used for as many different purposes as practicable, eliminating

the necessity to stock similar items in several varieties and sizes. Specially after the Regrouping of Railways, this aspect has to be pursued more vigorously.

(c) Marking of all requisitions for Stocked items with the letters "S" or "O", indicating Special or Ordinary. The necessity and importance of this marking is not always realised by the indenter. "S" denotes that the demand is of a non-recurring nature. It is important for the Stores Department to know this, since recoupments of stocks are based on past consumption and the Ordinary demands only. If recoupment is made on the total past consumption, without differentiating between recurring and non-recurring, this is bound to result in Excess Stocks.

(d) Ensuring that abnormal quantities are not indented for at a time and that the demand is as evenly spread out as possible, since abnormal consumption after the minimum limit is reached results in the item getting out of stock before further supplies are received.

In spite of the fact that more than 44,000 items are held in stock, the requirements of a vast undertaking like Railways are such that it becomes necessary for consuming departments to requisition for several Non-stocked items, the demand for which is of a non-recurring nature. Special purchases have to be made against such requisitions, for delivery direct to the indenter, against "Yellow" orders placed by this office, or through the D.G.S. & D. as the case may be as explained in subsequent paragraphs. The approximate number of Non-

stocked items purchased annually is more than 35,000.

Besides the above, Works Stores, i.e., items required for sanctioned Capital Works of a major nature, are also to be obtained through this Department. Stores obtained for Coaching Building Programme are charged off to the Mechanical Department immediately on receipt, but are kept as Custody Stores with the Stores Department within the Workshops for issue as and when actually required.

The bulk of our requirements are obtained through the agency of the D.G.S. & D., on whom indents are placed for all items of the value of Rs. 2,000 and above per item, since this is the monetary limit fixed for normal purchases direct by the Controller of Stores. In case of emergency arising out of the failure of the D.G.S. & D. Contractors, this limit is raised to Rs. 5,000 per item for direct purchases by the Controller of Stores with the concurrence of the Accounts Department. Most of our Stocked items are included in our Programme Indents on the D.G.S. & D. for our annual requirements, which have to be estimated about 18 to 24 months in advance. It is to be appreciated that the assessment made so far in advance of the actual periods to which the supplies relate, may not prove realistic, bearing in mind the ever increasing demand for Rail transport.

Stores required for "Works" and other Non-stocked items obviously cannot be included in our Programme Indents, and they have to be included in what are called "Ad Hoc" indents, supplies against which in theory should be expected in six months time. For

materials required immediately, "Express" indents are submitted on the D.G.S. & D., which are expected to be complied with within one month. In actual practice, however, it has been our experience that supplies are not received within the stipulated delivery dates.

In order to ensure prompt compliance with their requisitions, and avoid delays and back references, Indenting Officers on the Railway are requested to submit their requisitions complete in all respects with the following particulars :—

- (i) Correct Class and Ref. No.
- (ii) Standard Nomenclature and full descriptions of the items.
- (iii) Recognised Unit and Quantity.
- (iv) Chargeable Head.
- (v) Availability of Funds, and sanction of competent authority.
- (vi) Signature of a duly authorised Officer.

It is also requested that demands for Non-stocked items should be restricted to the barest minimum, to avoid frequent special purchases which tend to become uneconomical.

As already indicated above, at present, this Railway stocks more than 44,000 items, and with the best of intentions, precautions and care taken for the periodical recoupment, it is not possible to prevent several items running out of stock, and even a modest 2 per cent of the total items stocked works out to 880. Unfortunately, the Stores Department gets no credit for the several thousand items procured in time and made available for issue as and when required. On the other hand, its efficiency is assessed

by the number of items which are out of stock, even though this number may represent a fraction of the total number stocked. The consuming departments are not concerned with the difficulties facing the Stores Department, and their slogan is that the Stores Department must "deliver the goods" in time.

As the magazine in which this article is published is bound to have a wide circulation among our approved suppliers, their co-operation is earnestly solicited towards prompter deliveries of materials of an approved quality generally fulfilling all the conditions of the contract. Their attention is also invited to the following causes which result in delay in supplies :—

(a) Quotations against our Enquiries not returned in time.

(b) Samples not submitted with quotations whenever called for.

(c) Delivery period not given in the tender.

(d) Failure to supply within the stipulated date of delivery.

(e) Supplies received not up to Specification, or approved sample, and hence rejected.

(f) Incomplete information *re*. Substitutes offered against our Enquiries.

(g) Although quotations are for Ex-Stock delivery, in several cases supplies are made after considerable delays.

It is to be appreciated that as many as 30,000 Enquiries approximately are sent out annually, and it is hoped that the trade will give their unstinted assistance to facilitate their disposal.



RAILWAYS IN PARLIAMENT

THE RAILWAY BUDGET

THE most important event, concerning the Railways, in the recent session of the Parliament was, of course, the presenting of the Railway Budget by the Railway Minister. The Budget figures are summarised below :—

	<i>Rupees in Crores.</i>
Gross Traffic Receipts ..	273·25
Working Expenses ..	194·25
Net Miscellaneous Expenditure	8·08
Appropriation to Depreciation Reserve Fund ..	30·00
Total	232·61
Net Railway Revenues ..	40·64
Dividend to General Revenues	35·50
Net Surplus	5·14

Improvements on Southern Railway

In his speech delivered on the occasion of his presenting the Railway Budget, the Minister gave a detailed account of the present working of Indian Railways and also enumerated

the various development works that will be taken up by the Indian Railways in the near future. The following are among the important improvements which will be effected on the Southern Railway :

The Ernakulam-Kottayam Section, about 37 miles long of the Quilon-Ernakulam line, will be opened in 1955. The question of operating this line with electric power is actively under consideration by the Government of India.

The Shoranur-Angadipuram Section of the Shoranur-Nilambur line has already been opened for traffic and provision has been made in the Budget for restoring the remaining length of the dismantled line. Similar provision has been made in the Madura-Bodinayakanur line also in which the Madura-Usilampatti Section has already been opened for traffic.

Among proposals for new constructions, the Mangalore-Hassan Railway will be the most important. A traffic survey for this proposed line is already in progress.

Augmentation of Line capacity

A sum of Rs. 4 crores will be spent on the Bezwada-Madras section including Rs. 80 lakhs for the remodelling of the Bezwada yard and Rs. 2.09 crores for the conversion of the Gudur-Renigunta section from Metre Gauge to Broad Gauge. As a result of these improvements the capacity of the Bezwada-Madras section will be increased from 300 to 420 wagons a day.

Additional facilities will be provided on the Raichur-Arkonam section to increase the line capacity.

Other Improvements

An Efficiency Bureau has been set up in the Railway Board for investigating and eliminating outmoded and costly practices and for evolving suitable techniques for efficiency measurements in diverse fields of railway operation and management.

Platform facilities are being improved at nearly 500 stations and waiting facilities augmented at 300 stations. More than 100 stations are being electrified and the lighting at 100 other stations is being improved. Foot over-bridges are being provided at about 35 stations.

New Travel Concessions

Announcing a large number of proposed amenities for the lower class passengers and improvements in third class compartments, the Railway Minister stated that more travel concessions would be given to the travelling public.

A circular tour ticket for distances of 1,500 miles and over at concessional fares of $\frac{3}{4}$ th public tariff rates for all classes will be introduced.

Students can get round-tour tickets lasting for 45 days at the usual concessional rates when they undertake travel in parties of not less than four instead of in parties of not less than 10.

Students will have concessional monthly tickets in non-suburban areas, while proceeding daily from their homes to attend schools or colleges, and returning therefrom, within 30 miles from their homes, on payment of 12 single journey fares.

Concessional hill station return tickets at one and a half single journey fares to certain selected hill stations will be available for all classes during April to October from all stations from which the chargeable distance is 150 miles or more.

Electrification of Railways

Announcing the policy of Government in the matter of electrification of railways the Railway Minister said that the question of electrification of busy and heavy sections on different railways has to be considered in the context of the availability of power as a result of the execution of river valley projects. While electric traction required very heavy initial expenditure all the same the Railways would have to plan ahead and examine various schemes to be put through on a programmed basis. He said that several sections on the Southern Railway could, for example, be electrified.



SOUTHERN RAILWAY TENDER NOTICE

SLEEPER POOL - SOUTHERN GROUP SUPPLY OF WOODEN TRACK & SPECIAL SIZE SLEEPERS

Sealed tenders are invited by the Chief Engineer, Southern Railway, Madras, upto 3 p.m. on Wednesday the 28th April, 1954, for the supply of wooden sleepers for track and specials, as detailed below :

Broad Gauge - 9'-0" x 10" x 5" - Nos. 52,000

Metre Gauge - 6'-0" x 8" x 4½" - „ 1,58,000

Specials - In various sizes - „ 46,872

2. The ceiling prices for track sleepers (BG. & MG.) within which offers will be considered are given below. These prices are applicable only for supplies offered from the West Coast (Malabar) area.

RATE PER SLEEPER FREE ON RAIL

	High Grade Species				Other Species				Low Grade Species			
	I Class		II Class		I Class		II Class		I Class		II Class	
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
Broad gauge ...	20	0—0	19	8—0	19	4—0	19	0—0	17	0—0	16	8—0
Metre gauge ...	9	8—0	9	2—0	8	14—0	8	10—0	8	0—0	7	12—0

3. Intending tenderers may tender to supply track sleepers alone or specials alone or both.

4. Tenders should be in the prescribed forms obtainable from the Chief Engineer, Southern Railway, Madras, on production of a receipt for the amount of Rs. 10 (Rupees Ten only) towards the cost of a set of tender forms (one for track sleepers and one for special size sleepers) paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3. In no circumstances will the cost of tender forms be refunded.

5. Tender forms will be issued upto 12-00 hours on 28th April, 1954.

6. Earnest money of Rs. 500 for each tender is to be paid in advance to the Financial Adviser and Chief Accounts Officer, Madras, and the receipt submitted along with the tenders. The final date for the deposit of earnest money is 15-00 hours on 28th April, 1954.

7. The Southern Group comprises of the Southern and Central Railways and covers.

- (i) Madras State (except the parts served by the Eastern Railway)
- (ii) All parts of Bombay State (to the South of Bombay and Manmad)
- (iii) Hyderabad
- (iv) Coorg
- (v) Mysore and
- (vi) Travancore-Cochin.

N.B.—Offers for supply from Saurashtra area will not be accepted.

8. The Chief Engineer does not bind himself to accept the lowest or any tender and reserves the right to accept sleepers offered either in part or in full.

9. Tenders will be opened by the Chief Engineer, Southern Railway (President Southern Group Sleeper Pool), Madras, or his representative at 11-00 a.m. on Friday the 30th April, 1954.

10. Tenderers are required to submit Income-tax Clearance Certificate in original along with their tenders.

THE ROLE OF THE COMMERCIAL DEPARTMENT IN RAILWAYS

S. R. KALYANARAMAN

Chief Commercial Superintendent

ALTHOUGH the Railways in this country are a century old, the Commercial Department in each Railway was properly organised and set up as a separate department only a few years ago.

In the earlier years of the history of Railways in India, the need for a separate Commercial Department was not acutely felt.

It was only over a decade after the first World War, when alternative forms of transport like buses and lorries made themselves felt, that it became apparent that a prominent position should be assigned to the sales aspect of the Indian Railways' organisation.

The Indian Railway Enquiry Committee, which reported at that time, emphasised that the Commercial Department should be assigned a major place and should act as the liaison between the Railway and its customers. The Commercial Department on Railways generally was accordingly re-constituted, and it is the object of this brief article to indicate the place and importance of this branch of the Railways.

2. Broadly speaking, the functions of the Commercial Department on Railways are :

(a) to see to it that adequate facilities are provided for the convenience of passengers and for the handling of Goods and Parcels traffic ;

(b) to regulate the rates and fares to the best advantage of the country as a whole ; and

(c) to function as the machinery for the disposal of the claims that the customers of the Railway may have against the Administration.

3. That Railways should provide reasonable facilities for passengers, and for the handling of goods and parcels traffic of different descriptions, is specifically prescribed in the Indian Railways Act.

It is the primary duty of the Commercial Department to implement this statutory requirement, and it is also a source of constant pleasure to those serving in the department to be thus of direct service to our countrymen.

4. To begin with, it has to be ensured that the facilities at the stations for the entraining and de-training passengers are adequate, in the shape of suitable waiting halls, waiting-rooms, booking windows, etc.

The arrangements for the sale of tickets should be such, that tickets can be obtained without any delay and illiterate passengers are not exploited.

The other amenities provided to the travelling public should also be adequate and appropriate.

The most important of these is the supply of good drinking water, particularly during the summer months.

Then come the catering arrangements in different styles, and to suit different pockets. Pure and wholesome food and beverages have to be made available at reasonable prices, and it is a matter for considerable satisfaction, that catering on the Southern Railway has a very high reputation.

The Commercial Department has, in fact, to ascertain all the requirements of the passengers, throughout the time of their journeys, and to translate those needs in terms of specific proposals and thereafter get the needful done.

5. It is also the business of the Commercial Department to provide adequate staff at the Goods Sheds and Parcel Offices and to frame working rules for the regulation of business.

In dealing with these matters, the convenience of the trading public has necessarily to be consulted to the maximum possible extent, and the Goods Sheds, Parcel Offices, etc., have to be so constructed and the regulations so framed as to be of mutual advantage and convenience to the Railway and its customers.

6. The proper regulation of rates and fares, is the next major aspect of the functions of the Commercial Department; and the magnitude of this task will be appreciated if it is borne in mind that the total earnings of the Southern Railway are about Forty Crores of rupees per year.

7. For the purpose of charging goods traffic, commodities have been classified into 15 classes, the rate per maund, per mile being the least for the commodities classified in the I class and increasing thereafter appropriately, till

the highest rate per maund per mile is reached for traffic classified in the 15th class.

In addition, provision has also been made for the application of wagon load rates for certain goods, when consigned in wagon load quantities.

Although the "classifications" referred to so far, have been framed in a reasonable manner, and after taking into consideration all relevant factors including the value of the goods, called technically "The transportation characteristics", a mere application of these class and wagon load rates will not suffice in a large number of cases for the movement of traffic. With a view to enable such special items of traffic to move, as cannot "bear" the classified rates, and at the same time to earn as much extra revenue as possible, the Commercial Department has constantly to watch the position and quote special rates known as "Station-to-station Rates."

Before quoting such special rates, very careful investigations have to be made and sound judgment exercised, to ensure that the rates are no lower than they need be and that, in fact, they are such as will fetch additional revenue to the Railway. Also, care has to be taken so that the quotation of these special rates does not amount to undue preference to any particular traffic or to traffic from or to any particular place and undue prejudice against any other traffic or traffic from or to any other place.

8. As in the case of goods traffic, the basic rates for passenger traffic have been laid down, in terms of distance and the class of travel.

Here again, from time to time, appropriate action has to be taken to provide cheap return and other concessional tickets, to facilitate movement of special groups of passengers and for special occasions, with a view both to serve the public well and at the same time to earn as much revenue as possible.

9. The steps taken for the promotion of the earnings of the Railway will be worthless if at the same time steps are not taken to stop such leakage of revenue as may be occurring.

It is, therefore, one of the functions of the Commercial Department to take measures to combat ticketless travelling.

It will be appreciated that ticketless travel not only results in loss of revenue to the Railway, but also causes no small amount of inconvenience to the normal fare-paying passengers.

Included in the Commercial Department is, in the circumstances, the large and costly organisation of the Ticket Checking Staff, and steps have to be taken to ensure that this organisation functions adequately and achieves the best possible results.

10. The third major sphere of the functions of the Commercial Department, as already stated, is to provide the machinery for the disposal of the claims that the customers of the Railway may have against the Administration.

Such claims arise on account of either incorrect charges being collected by the staff or on account of the goods entrusted to the care of the Railway being lost, damaged or pilfered. An elaborate organisation has been provided

for this purpose and the object kept in view is to deal with the claims received with speed and justice.

Public co-operation, in the shape of providing accurate and complete information for the disposal of these cases, will contribute substantially to the efficient performance of these functions by the Commercial Department, and public co-operation in this respect is sought from time to time, by the insertion of suitable notices in the press.

11. Damage to or loss of goods in transit constitutes a huge item of waste of transportation capacity and results in addition in financial loss to the Railways, on account of compensation having to be paid.

Where goods deteriorate or their non-arrival in time holds up important works, considerable national waste is also caused.

Such delays and losses also result in considerable dissatisfaction to the traders, even when their claims for compensation are met.

It is, in the circumstances, one of the main functions of the Commercial Department to devise ways and means to reduce such losses to the minimum possible extent; and to this end, Rules and Regulations have been made to ensure proper packing, labelling and handling of goods, and a special Squad of Claims Prevention Inspectors are functioning to educate the staff and to minimise, as far as possible, the causes giving rise to claims.

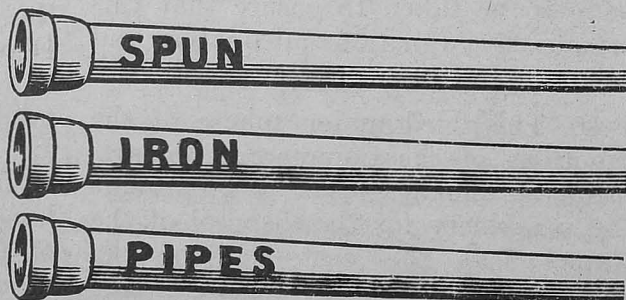
A strong and vigilant Watch and Ward force is also part of the Commercial Department and helps to minimise looting and theft.

(Continued on page 61)



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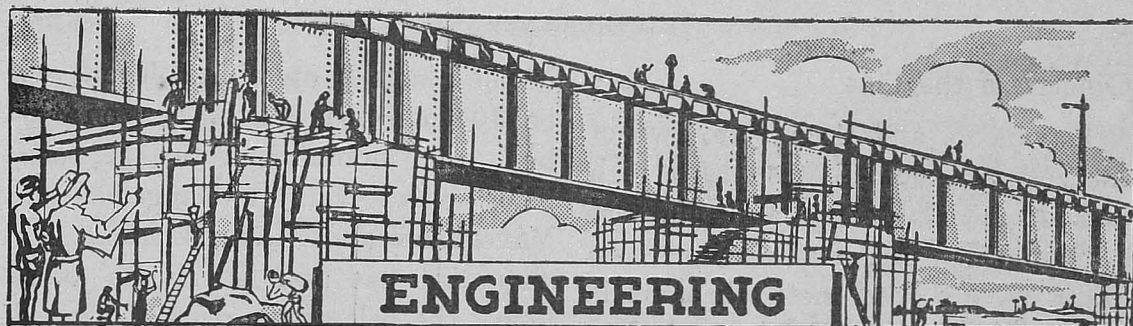
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QUILON - ERNAKULAM RAILWAY CONSTRUCTION

G. P. WARRIER
Executive Engineer

(One of the most important new lines now under construction in India and among the greatest civil engineering projects since completion of the Assam Link line, is the 96-mile metre gauge line between Quilon and Ernakulam. The project, which is a result of the vigorous policy of opening up the country now pursued on Indian Railways, will not only give metre gauge access to the port of Cochin but also provide rail facilities to a thickly-populated territory in Travancore now served mainly by country craft on the "backwaters." The article published below is by the Executive Engineer who is in charge of the construction of the new line since its inception).

THE former Travancore and Cochin States, now integrated to form the Travancore-Cochin State, lie at the southern tip of the Indian peninsula, with Cape Comorin, the land's end, at the extreme south. Out of the total extent of 9,000 sq. miles, nearly one-third forms the highlands of the Western Ghats, covered with rich forest, and tea, coffee, and cardamom plantations. Between the highlands and the sea, there lie the midlands and the lowlands covering an area of nearly 6,000 sq. miles with an average density of population of 1,800 per square mile.

Geography of the Area

The entire area presents an exuberant picture of tropical vegeta-

tion and unfolds before the eye a vast amphitheatre, the land rising tier upon tier, the top tiers skirting the Sahyadri at a height of over 8,000 ft. above the sea-level. The Periyar game sanctuary in the hills where the wild denizens of the forest can be seen, in their natural surroundings, and the enchanting backwaters and lagoons along the coast provide favourite holiday resorts for the tourists. Cochin, a fine natural harbour, lies at the estuary of the Vembanad lake with the sea. Quilon lies 96 miles south on the shores of the Ashtamudi lake. This new Quilon-Ernakulam link serves to connect these two places, Cochin and Quilon.

Objects of the Line

Travancore and Cochin are two of the very advanced States with a high percentage of literacy and allround development. Although these two States have a good network of roads and canals, the growth of population, industries and commerce has been such that the need for a rail link connecting Ernakulam to Quilon was keenly felt from as early as 1922. A reconnaissance survey of this line was conducted by Mr. Marini between 1925 and 1927. No steps were, however, taken for constructing the line. It was thought that by cement concreting the roads and developing the road transport, the needs of the people could be met. Although the Government took over the State Transport scheme, the continued growth of population and volume of business were such that no adequate relief could be afforded to the population. With the integration of the two States, Travancore and Cochin, the need for connecting Ernakulam, the former capital of Cochin State, with Trivandrum became an urgent problem. The Cochin Harbour authorities were also asking for this through rail route from the Harbour to the Southern Districts of the Madras State.

Run of the Line

The construction of this 96.5 mile long Metre Gauge rail link has been taken up for the reasons mentioned

in the above paragraphs. There will be 19 intermediate stations on this link, the more important of them being Kottayam, Changanachery, Mavelikara and Kayamkulam. The alignment has been so chosen as to follow the belt of the densest population and to serve as many important towns of the Quilon and Kottayam Districts as possible, without deviating much from the direct route. It was also the object to skirt the large Vembanad lake without crossing it and to bridge the numerous rivers that flow west from the Western Ghats to the sea, in narrow, well-defined reaches, much before they flatten out into lagoons. At the southern end, the line has been aligned with the object of serving the mineral sands areas and to cross the Ashtamudi lake in two narrow necks each 300 feet and 1,000 ft. respectively. The mineral sands at the Quilon end, viz., the Illmenite and Monasite, contain valuable minerals, the former the titanium and the latter, the thorium. There are several mineral factories round about Chavara, which is 8 miles to the north of Quilon proper. At these factories, the mineral sands that are collected all along the seashore are separated into Illmenite and Monasite sands. Of these, the Illmenite sand is exported in large volume to America, the exports averaging to 3 lakhs tons a year. The Monasite sand is sent to Alwaye where a Rare Earth Factory has been opened in 1952 to extract thorium. With the advent of the

Atomic Energy Commission, the Monasitic sand has attained very great importance.

Cost

This link of 96.5 miles from Ernakulam to Quilon is divided into three sections as shown below :—

SECTION.	No. of stations.	Capital cost.
(1) Section I—Quilon to Mavelikara.	5	(Lakhs) 151.37
(2) Section II—Mavelikara to Kottayam.	6	198.16
(3) Section III—Kottayam to Ernakulam South.	8	219.91

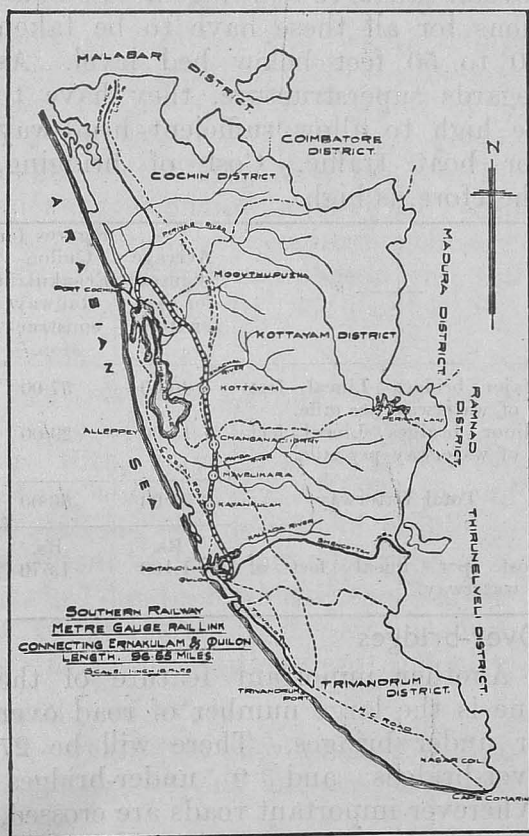
The cost of construction per mile averages to 5.9 lakhs, as against 3.50 lakhs per mile for Metre Gauge lines in easier territories. The increase in cost is mainly under the following heads :—

HEADS.	Average per mile in other constructions.	Average per mile in Quilon-Ernakulam construction.
	Rs.	Rs.
Land	30,000	1,15,000
Formation	35,000	1,00,000
Bridge work	65,000	1,55,000
	1,30,000	3,70,000

Increase = Rs. 2.40 lakhs per mile.

Land

The line traverses a densely populated area, every square inch of which is richly cultivated. All along the route, cocoanuts, pepper, paddy, sugar-cane and other crops are grown extensively. The density of population is on an average 1,800 per sq. mile and the *per capita* holding of land is only 30 cents. The system of villages, each separated from the other by 4 to 5 miles, is non-existent here. The country-side is a continuous village with houses all along, each situated in a cocoanut or pepper garden and separated from the next with a cudjan or aloe fence. The majority of the population depend on



Except at the south end, where from Kayamkulam to Quilon, the line runs near to the coast, it has, at other places, swung inland and keeps an average distance of 12 to 15 miles from the coast. The only important town on the coast which could not be served by this route is Alleppey. Alleppey is, however, well served by canal and backwaters and can verily be called the Venice of the East. It is a minor port and the centre of the coir trade.

agriculture, the yield from which varies from Rs. 500 to Rs. 1,500 an acre depending upon the type of crop grown. The value of land is, therefore, high and ranges from Rs. 4,000 to Rs. 10,000 per acre. Due to these conditions, and the large number of temples, churches, schools and other institutions which lie scattered everywhere, survey work has been difficult, particularly in the preliminary survey.

Formation

Except for about 25 miles, the rest of the line traverses the midland with its undulating terrain. For negotiating the ridges and valleys in this rolling country, the line has to be in high cutting and bank, one following the other. On an average, the banks are about 12 ft. high and cuttings about 20 feet. The deepest cutting is 55 feet near Vaikom Road station. The highest bank is 30 feet near Ettumanur. The usual practice of acquiring extra land for earthwork purposes along-side the bank and doing earthwork by head loads from borrow pits could not be adopted in this construction due to the high cost of land. Earth has, therefore, to be led from the cuttings or from comparatively cheaper earth quarries. Every type of conveyance, namely Decaville track and tip wagons, lorries, tractors, and in some places, even barges have to be utilised. The object is to employ as much local labour as possible to relieve the acute unemployment problem and hence, fully mechanised equipment is not used.

Tunnels

There are two tunnels, 600 feet and 400 feet long, near Kottayam costing Rs. 8,82,077. This also adds to the cost of formation.

Bridge Work

The line has to cross numerous rivers, all of them being perennial. There is also the Ashtamudi lake and several canals to be bridged. Foundations for all these have to be taken 40 to 50 feet below bed level. As regards superstructure, they have to be high to allow sufficient head-way for boat traffic. Cost of bridging, therefore, is high.

	Average figures for easy territory.	Figures for Quilon-Ernakulam Railway construction.
Major bridges—Lineal feet of waterway per mile.	40'00	57'00
Minor bridges—Lineal feet of waterway per mile.	15'00	29'00
Total waterway ..	55'00	86'00
Cost per lineal feet of waterway.	Rs. 1,180	Rs. 1,570

Over-bridges

Another important feature of the line is the large number of road over or under bridges. There will be 27 over-bridges and 9 under-bridges. Wherever important roads are crossed, care has been taken to provide a road over or under bridge. In most localities, this has been effected by adopting to the topography and by running the line in a bank or cutting. Cost is, therefore, kept to the minimum and in every case, less than the capitalised value of working expenses for the gate.

Traffic Density

The traffic density is expected to be initially about 1.7 million ton miles per mile and soon to develop to more than 2 million ton miles per mile. The line is, therefore, being constructed to the Main Line standard. When completed, this will provide a through link for food and oil from Cochin to the

South including the Districts of Tinnevely and Madura. Passenger traffic will be heavy and may almost reach suburban standards. Hence, electrification of this line will be a sound proposition and is, therefore, under consideration. The necessary power (about 5,000 K.W.) has to be supplied by the Travancore-Cochin Government. They have two schemes under execution now, namely the Peringalkuthu and the Sengulam schemes. Both are nearing completion and will be in commission in 1954 itself.

Stations

The stations are at an average distance of 4 to 5 miles apart. To start with, only 12 of them will be crossing stations; but the location of the stations, the designs of buildings, the extent of land, etc., have been so arranged as to facilitate the conversion of the remaining flag stations into crossing stations without any difficulty.

Quantity of Work

The quantities of work that will go in to complete this line are furnished below :

Earthwork	..	240 Million cubic feet.
Concrete	..	25 Lakhs cubic feet.
Steelwork	..	3,500 tons.
Rails	..	10,000 tons.
Cement	..	18,000 tons.

Commencement of Construction

The construction of the Quilon-Ernakulam line was inaugurated by the Prime Minister of India, Sri Jawaharlal Nehru, on the 24th December, 1952, at a public meeting held at Ernakulam South Railway station in the presence of a very distinguished gathering consisting of the Railway Minister, Sri. Lal Bahadur Shastri, H. H. the Rajpramukh of Travancore-Cochin State, the Dy. Railway Minister and others. H. H. the Rajpramukh, in his speech,

expressed the hope that the line would be completed in about 4 years' time.



The work on the Ernakulam-Kottayam section has been progressing rapidly. The Minister for Railways, Sri Lal Bahadur Shastri, inspected the construction on 20th December, 1953. During this inspection, it was decided that the work from Quilon end also should be started on 15th January, 1954. Arrangements were made accordingly and the work has been commenced from the Quilon end on 15th January, 1954.

The Chairman, Railway Board and our General Manager inspected the construction on the 29th and 30th January, 1954. The section, Ernakulam to Kottayam, is programmed to be opened in 1955 and the Section Quilon to Mavelikara in 1956. The entire line will be ready for traffic in 1957.

This Quilon-Ernakulam link provides a through Metre Gauge connection from Cochin Harbour to the South and will play a vital role in the economy of the South, especially in the transport of foodstuffs and oil. It is one among the many large undertakings of the Indian Railways in the post 1947 period for the development of the country.

Newly opened and first of its kind

**VEGETARIAN REFRESHMENT ROOM
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AT BELGAUM**

Delicious Vegetarian Meals in Palatial Dining Hall equipped with the most modern furniture

Meal charges :

Ordinary	Re. 0-10-0
Special	Re. 1- 2-0

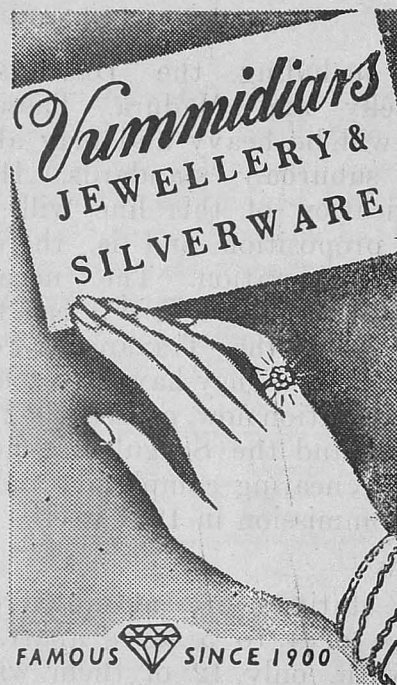
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Tasteful Iddili — 1 Anna each

Rates moderate

Service clean

Passengers are requested to inform the Guard in advance for their requirements.



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INFORMATION SERVICE CENTRES

- | | |
|---|----------------------------|
| At 19, Royapettah High Road | - Madras - 14 |
| At the National Indian Life Insurance Building, Bank Street | - Hyderabad (Deccan) |
| At 14, Jaya Road, Baundalapitya | - Colombo - 4 (Ceylon) |
| At Sri Venkataramana Temple | - Mangalore (S. Kanara) |
| At East Asiatic Buildings, Kempagowda Street | - Bangalore (Mysore State) |
| At Venkatesh Devasthanam, Fanaswadi | - Bombay |

FURTHER INFORMATION CENTRES

At Delhi and at other places will also be opened.

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THE EXECUTIVE OFFICER, T. T. DEVASTHANAMS, TIRUPATI, CHITTOOR DISTRICT.

THE HUMOROUS SIDE OF THE ADVENT OF RAILWAYS

T. S. PARTHASARATHY

EVERYONE is so familiar with railway travel today that it will be hard for many to believe that barely a century ago people did not take very kindly to the idea of 'travel by machinery.' The first railways were constructed in the teeth of opposition from most unexpected quarters but the enterprise was not without its lighter side.

A hundred years ago there were people even in Great Britain who regarded the steam locomotive as a device of the Devil and a railway almost as if it provided a short route to the lower regions. When George Stephenson was preparing his case in support of the railway line proposed by him, his counsel bluntly told him one day that if he boasted so much about the speed of his engines, he would inevitably "damn the whole thing and be himself regarded as a maniac fit for Bedlam."

A Menace to Cows

Pamphlets were written and newspapers hired to revile the railway. It was declared that its formation would prevent cows from grazing and hens from laying eggs and that the poisoned air from locomotives would kill birds flying over them. Houses would be burnt by the fire thrown out of engine chimneys and the air polluted by clouds of smoke. Horses would become extinct and oats and hay rendered unsaleable commodities. Boilers would burst and blow passengers to atoms. In fact, the advent of railways was more or less

predicted as a national catastrophe of unprecedented magnitude.

America, which now leads the world in railway construction, did not at first look upon the idea favourably and, in 1830, an application for the use of a school-house in an American town for a debate on railways was turned down with the following reply :

"You are welcome to debate all proper questions but such things as railways are impossibilities and rank infidelity. There is nothing in the Word of God about them. If God had designed that His intelligent creatures should travel at the frightful speed of *fifteen miles an hour* by steam, He would have clearly foretold it through His holy prophets. It is a device of Satan to lead immortal souls to perdition."

It is no wonder then that when even advanced countries like Great Britain and America received the advent of railways with open hostility, less advanced countries in the East adopted a suspicious attitude towards the new invention.

China, the then Celestial Empire, tolerated a railway line constructed from Shanghai by a British firm until one day a Chinese was run over and killed. The Government immediately bought the railway, tore up the rails and dumped the material on the island of Formosa !

Six years later, a Mr. Kinder built an engine and was secretly operating a small coal line when the Government

came to know of it. Orders were issued at once that it must be destroyed but the shrewd Mr. Kinder had a pit dug and the engine buried surreptitiously so that when officials came to investigate, no engine was found !

In North Africa when a line was built into the desert in 1852 the Dervishes, terrified by the engine whistles—"the cries of the imprisoned beasts that worked them"—accused the British of cruelty in making "so small a beast (the engine) haul so great a load." India, however, appears to have taken very kindly to the advent of railways, and we read reports of how the early trains were received by villagers with *purna kumbhams* and the chanting of Vedas.

Early English railway history is full of humorous incidents. In 1808, a Trevithick locomotive called the "Catch-me-who-can" was exhibited on a circular track in London at one shilling admittance including a ride for the few *who were not too timid*. It was the first instance of passengers paying for travelling behind a steam locomotive. The first locomotives travelled at horse-pace and were somewhat erratic machines. A story runs that when James Stephenson was driving his famous brother George's 'Puffing Billy' past his own house near a curve which on occasions presented difficulties, he sometimes called out to his wife: "Hey! Jean! Come out and give us a shove round the turn!"

Thirty miles an hour was considered a wonderful speed on the Liverpool and Manchester Railway which was opened in 1830. This speed of George Stephenson's "Rocket" appears to have been so bewildering that a famous Member of Parliament, Mr. Huskisson,

was knocked down by the engine and killed on the day the line was opened. Mr. Huskisson was the first man to lose his life on a railway in England.

Railway Mania

In 1844, however, the whole nation went "mad" on railways and so many lines were projected that the period is referred to as that of the "Railway Mania." It is recorded that among those who were allotted shares were cooks, housemaids, postmen, dustmen, peers and paupers, a list which puts to shame any subsequent board of directors.

In those days people often travelled in their own private carriages mounted on open trucks. One story is of a traveller who was left behind in a tunnel, his carriage becoming detached. After waiting in the darkness, he was horrified to see the headlight of an engine approaching. It, however, proved to be the engine of his own train which had come back to seek the lost carriage.

Scope for Cartoonists

Third class travel in the early days appears to have been very much like what it was in this country in the past and humorists of those times found plenty of material in conditions of travel. A French cartoon, for instance, suggested the discomfort and trials of third class travel by depicting railway porters removing passengers from carriages frozen stiff with cold. Another slightly exaggerated version showed passengers in open carriages (the III class of early days) bumping over one another, hats and umbrellas falling over the sides and the Guard dislodged from his seat falling with

outstretched arms on top of a confused heap of travellers in an adjacent open track.

The time-tables of the early days were also not very exemplary documents and a quotation from "Punch" regarding Bradshaw is worth quoting. The description, which would make George Bradshaw turn in his grave, calls the publication a book

"of trains arriving that never start:

"of trains that seem to start and never arrive :

"of trains where no union is effected :

"of coaches meeting trains that never come :

"of trains to catch a coach that never goes :

"of trains that start long after they have arrived :

"of trains arriving long before they leave."

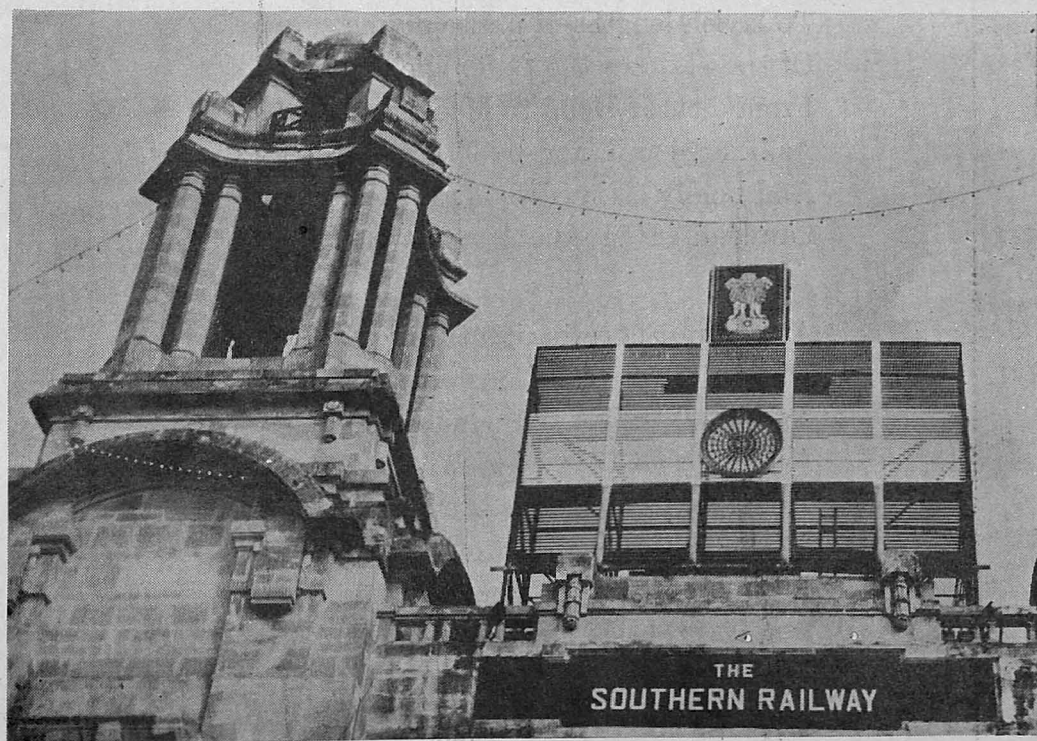


Photo.—B. V. Suryanarayana Rao, District Electrical Engineer.

The Republic Day was celebrated by this Railway with great solemnity on 26-1-1954, when our New General Offices Building was specially illuminated. The above photograph shows the National Flag Sign installed on the terrace of the building. The sign measured 26' x 16' and was fitted up with 5 feet long fluorescent tubes. The tubes were painted with cellulose lacquer to produce the orange and green colours of the National Flag.

ON POSTWAR TRAVEL

R. S. AMRITHARAJ

Assistant Traffic Supdt.

We will please our readers kind,
With a tender tale of an M. P. friend,
Who, one day in Parliament,
Confessed to say, he truly went
To lavish lengths of praise divine
Of travel down the G. T. line ;
From distant Delhi to Madras,
As best by rail, and by Third class ;
And boldly claimed that nearness, too,
Can lend enchantment to the view !

* * *

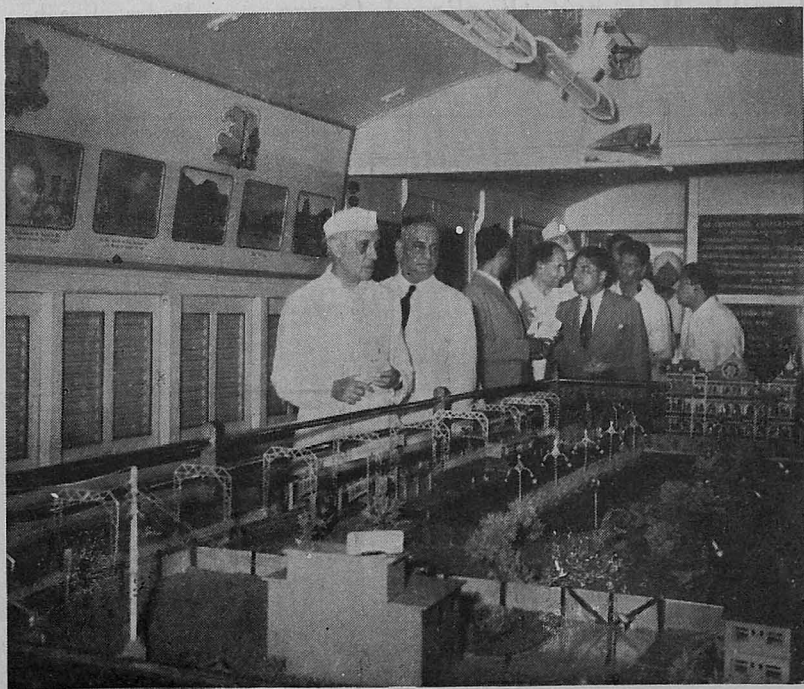
A rival of the train, it's true,
Has come the plane, unshapely, too,
And kindled fear and panic strong
In those that travel far and long.
The train hath always been supreme
In comfort, safety, it would seem ;
With Janatas here, Janatas there,
And Third class travel everywhere ;
With streamlined Engines of Postwar
And Annapoorna Dining Car.
What needed more *prima facie*
To foster rail supremacy ?
Come on and put your dough on Train,
Let us be pals with him again.

RAILWAY CENTENARY EXHIBITION TRAINS

ONE of the greatest events in the history of Indian Railways was the celebration of the Indian Railways Centenary, which fell on 16th April, 1953. In commemoration of the occasion, the Railway Board organised an Indian Railway Centenary Exhibition in New Delhi, which was opened by the Prime Minister on 7th March, 1953. The central theme of the Exhibition was the progress made by Indian Railways during the 100 years of their growth, the technical and industrial effort that lay behind this progress and the planning of self-sufficiency in the manufacture of railway components. The Exhibition was designed also to inform the people how the railways function, how much of the country's capital is invested in them and in what manner the railways assist in the implementation of the First Five-Year Plan. On an average, about 1,00,000 people visited the Exhibition every week at Delhi.

With a view to enabling sections of the public, who were not in a position to visit the Exhibition held at Delhi, to have an idea of the progress of Indian Railways during the last hundred years, two Indian Railway Centenary Exhibition trains, one on the Broad Gauge and the other on the Metre Gauge, were arranged so that they might be taken round the country and exhibited at important places. The pick of the models, photographs, charts, etc., portraying the progress of the Indian Railways, which were displayed in the Exhibition at New Delhi, was fitted up in the coaches on the two Exhibition trains. Each Railway contributed one or two coaches and the Planning Commission, taking the opportunity to disseminate information regarding the Five-Year Plan by means of models, photographs and charts, contributed 4 coaches to each of the Exhibition trains. There are in all 14 coaches on each of the trains.

Prime Minister visits
the Exhibition Train
at Delhi



The Exhibition trains are vestibule trains and visitors can walk inside the trains from one end to the other. The vestibules have been roofed to provide cover. Demonstrators are in charge of the models to show the working of the models to visitors and explain details. Special folders have been issued and are distributed to visitors and these furnish full particulars of the principal exhibits in the railway coaches.

Both the Exhibition trains left Delhi Cantonment Station on the night of 10th July, 1953, after their departure had been signalled by the Prime Minister. The Broad Gauge train has so far visited important places on the Central, Western and Northern Railways drawing lakhs of visitors wherever it went. The Metre Gauge train has so far completed the Metre Gauge portions of the Western Railway and the North-Eastern Railway. Both the Exhibition trains were exhibited at Allahabad during the Kumbh Mela and the Broad Gauge

train was taken to Kalyani for exhibition at the 59th Session of the Indian National Congress.

The Metre Gauge Exhibition train is expected to tour the Metre Gauge portions of the Southern Railway during the first week of April, 1954 and the following is the tentative programme of the Special:

Station.	No. of days halt.	
Hubli	3 days
Belgaum	3 "
Miraj	3 "
Mysore	3 "
Guntakal	2 "
Pakala	3 "
Tirupati East	2 "
Vellore Cantonment	3 "
Villupuram	3 "
Cuddalore N. T.	1 "
Cuddalore Jn.	3 "
Mayavaram	3 "
Tanjore	3 "
Trichinopoly	3 "
Madura	3 "
Tinnevely	3 "
Shencottah	2 "
Quilon	2 "
Trivandrum Central	3 "
Madras Beach	6 "



Crowds queueing up to see the Exhibition Train.

STAFF NEWS

GENERAL MANAGEMENT

1. Shri B. BHAKTAVATSALU, Dy. Contoller (Class III), on transfer to the G.M's Department, has been promoted to officiate as A.C. G.S. (Class II)/TPJ, with effect from 25-2-1954.

2. Shri R. T. AIYENGAR, A.P.O.(L)/MAS (J.S.), has been promoted to officiate as P.O., S.D.-II/MAS (S.S.) with effect from 27-2-1954 afternoon.

3. Shri K. SUBRAMANIAN, Offg. P.O., S.D.-II/MAS, was relieved on transfer to the I.C.F./PER on 27-2-1954 afternoon.

4. Shri D. F. PHAROAH, A.P.O./Loco Works/PER, has been posted as A.P.O./UBL, with effect from 1-3-1954.

5. Shri E. S. KALYANARAMAN, A.P.O./UBL, has been posted as A.P.O.(L)/MAS, with effect from 4-3-1954.

6. Shri S. DHARMALINGAM, Offg. A.P.O., on transfer from the I.C.F./PER, has been posted as A.P.O./Loco Works/PER, with effect from 1-3-1954 afternoon.

7. Shri J. V. KARUNAKARA RAO, A.T.S. (M)/MDU, on transfer to the G.M's Department, has been promoted to officiate as Officer on Special Duty/Grain Purchase (S.S.), with effect from 2-3-1954.

ACCOUNTS DEPARTMENT

NON-GAZETTED

Trichinopoly Region

1. Shri K. P. ANANTHANARAYANA IYER, Senior Accountant, who was placed on the sick list from 27-1-1954, resumed duty on 8-3-1954.

Mysore Region

2. Shri B. V. SANJEEVIAH, Senior Accountant (Offg.), was granted L.A.P. for 13 days from 15-2-1954 to 27-2-1954.

STORES DEPARTMENT

Shri A. K. RAO, Stores Probationer (Now officiating D.C.O.S./GOC), is confirmed as A.C.O.S. in the junior scale with effect from 3-8-1953 against the supernumerary junior

scale post sanctioned by the Railway Board in their letter No. E. 54 P.O. 18, dated 6th February, 1954.

Shri B. P. BHAGAT, A.C.O.S. (J.S.), now officiating as D.C.O.S., is confirmed in the senior scale as District Controller of Stores, with effect from 1-2-1954 vice Sri L. D. Robson, D.C.O.S., retired from service on 31-1-1954 afternoon.

MECHANICAL DEPARTMENT

Shri K.S. RAMASWAMY, M.E. (Progress GOC), joined duty as Works Manager, Hubli, on the forenoon of 25-2-1954, after availing 10 days joining time from 15th to 24th February, 1954 and relieved Mr. U. A. Kamath, W.M./UBL, on the forenoon of 25-2-1954 to enable him to join duty at I.C.F./PER.

Shri K. T. V. RAGHAVAN, A.M.E./TPJ, proceeded on 34 days. L.A.P. from 8-3-1954 forenoon.

Shri A. SUBRAMANIAM, A.M.E. (Unification)/PER, is transferred to TPJ as P.A. to R.M.E./TPJ, *vice* Sri K.T.V. Raghavan, with effect from 8-3-1954 forenoon

ENGINEERING DEPARTMENT

1. The undermentioned Officiating Class II Officers are confirmed as A.E.Ns in Class II service, with effect from the date noted against each :—

Serial No.	NAME.	Date of effect.
1.	Shri A. K. Sankara Iyer	.. 22-4-1952
2.	„ A. K. Madhavan	.. 22-4-1952
3.	„ J. S. Cameron	.. 18-11-1953
4.	„ V. Subbarathnam Iyah	12-12-1953
5.	„ V. C. Damodaran	.. 22-4-1952

Note.—The confirmation of Shri V. C. DAMODARAN from an earlier date does not confer on him any claim for seniority over items 3 and 4 above and other officiating Class II Officers who are seniors to him.

2. Shri K. SRIKANTIAH, P.W.I. (Class III), has been promoted to officiate as A.E.N./BAY. in Class II service, with effect from 24-2-1954 afternoon.

3. Shri A. V. SUBBA RAO, Offg. A.E.N./BAY. (Class II), reverted to Class III service with effect from 24-2-1954 afternoon.

SIGNAL ENGINEERING AND TELE-COMMUNICATIONS DEPARTMENT

1. Shri C. A. WHITE, Offg. C.S.T.E. (S.A.), has been confirmed in that appointment with effect from 15-6-1951.

2. The undermentioned officiating Class II Officers are confirmed as A.S.T.Es in Class II service with effect from the date noted against each :—

NAME.	Date of effect.	Against Pre-integrated vacancy on
Shri J. R. Donkar	20-6-1951	Ex. S.I.Rly.
„ S. Timmins	21-4-1952	Ex. M.S.M.Rly.

3. Shri R. D. STEPHENSON, Offg. D.S.T.E./TPJ, returned to duty from leave on 4-3-1954.

TRANSPORTATION (TRAFFIC) AND COMMERCIAL DEPARTMENT

Shri K. DASARATHAN, Offg. A.C.G.S., on transfer to the T (T) & C. Department, proceeded on L.A.P. for 60 days with effect from 3-3-1954 subject to certification by the R.A.O./Madras.

ELECTRICAL DEPARTMENT

Shri R. K. R. NAIDU, Offg. D.E.E./UBL (S.S.) on reversion as A.E.E. (Class II) on 21-2-1954, proceeded on L.A.P. for 25 days with effect from the same date subject to certification by the R.A.O./MAS.

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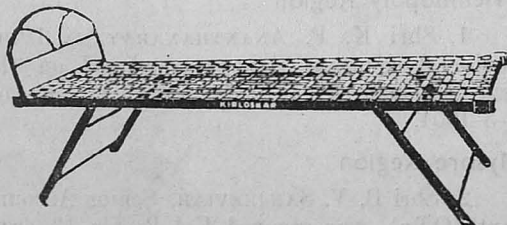
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OUR COMMERCIAL NEWSLETTER

Earnings

The approximate gross earnings of the Southern Railway for the month of February, 1954, in respect of traffic originating on this system amounted to Rs. 319.24 lakhs representing an increase of Rs. 13.35 lakhs over the corresponding month of the previous year. The bulk of the increase occurred under 'Goods' while the earnings on passenger traffic recorded a fall of Rs. 11.90 lakhs, chiefly due to the difficult economic conditions prevailing.

Ticketless Travelling

94,443 persons were detected travelling without proper pass or ticket during the month of January, 1954 over the Southern Railway. An amount of Rs. 1,67,430 was realised by way of excess fare collected from such passengers. 5,438 passengers were prosecuted during the same month and out of these, 488 were fined and 1,594 persons were punished with imprisonment. More than 2 lakhs of beggars and mendicants were turned out of trains and railway premises by railway staff. Four special drives against ticketless travel were conducted by the Flying Squad attached to the Headquarters and a considerable amount of excess fare was collected mainly on the Shoranur-Cannanore section.

Removal of Parcels Restrictions

All restrictions and quotas imposed by this Railway on the booking of parcels traffic have since been cancelled. Consequently, parcels traffic will be accepted for booking freely except that conveyance of parcels by particular trains such as Mails and Expresses is restricted.

Removal of Distance Restrictions

The distance restrictions on the booking of passengers on this Railway by

- (i) The Madras-Calcutta Mails;
- (ii) The Grand Trunk Expresses;
- (iii) The Nilagiri Expresses;

(iv) The Madras-Trivandrum Expresses; and

(v) The Madras-Bombay J a n a t a Expresses.

have all been cancelled. There are no more distance restrictions in force on this Railway at present on the booking of passengers, except those applying to Season Ticket holders by the Grand Trunk Expresses and Calcutta Mails.

New Concessions and Facilities

With effect from 1st April, 1954 the following concessions and extra facilities will be provided to the public:

(i) Concessions to Students Proceeding on Round Tours

Hitherto, parties of students proceeding on educational tours have been eligible for concessional travel, only if the strength of the party is 10 or more. Now, this limit has been reduced and parties of 4 or more students proceeding on educational tours are eligible for travel concessions as under:

Class	Fare for adults	Fare for children below 12 and over 3 years
First Class ..	Second class fare ..	Half of second class fare
Second „ ..	Inter class mail fare	Half of Inter class mail fare.
Inter „ ..	Third class mail fare	Half of third class mail fare.
Third „ ..	Half of third class mail fare ..	Quarter of third class mail fare.

Each party may consist of children and students of the same or different institutions and must travel together in the same train, but not necessarily in the same class or carriage. The concession is also applicable to one professor or teacher and one servant per party of 10 students and one attendant for every 15 students. However, in the case of girl students and all children of either sex under the age of 12, one attendant at concessional fares is permitted for every four in the party. Free allowance of luggage is admissible as per normal rules and luggage in excess of free allowance upto 2 tons is charged at one-fourth luggage rates.

Applications for concessions for educational tours should be preferred to the District Traffic Superintendent of the district in which the originating station lies, in the prescribed form, which can be had in books of 100 forms each, at a cost of Re. 1-4-0, which will be supplied to heads of recognised educational institutions on requisition, by the Chief Commercial Superintendent.

Parties of students proceeding on extended tours are given a further facility of a consolidated round tour ticket for the entire journey, which obviates the necessity of having to purchase separate tickets for each leg of their tour. Applications for such round tour tickets should be preferred to the Chief Commercial Superintendent, Southern Railway, Madras, on the prescribed form, which is sold in books of 50 forms each, at Annas 12 each. These books are supplied to heads of recognised educational institutions on requisition.

(ii) Concessional Season Tickets to Students

At present, students under 24 years of age (irrespective of the age of the students, *i.e.*, whether they are below 12 years of age or above 12 years of age) are granted season tickets at concessional rates, on production of a certificate in the prescribed form, from the Headmaster or Principal of the school or college to which the student belongs. The concessional rate for Students' season tickets is half the rate for adults. This concessional issue is permissible between stations which are not more than 40 miles apart in the Madras suburban area and 50 miles apart in non-suburban areas.

With effect from 1st April, 1954, Monthly Concessional Season Tickets at one-fourth the fare for adults will be given to students below 12 years of age. This concessional issue will, however, apply only in non-suburban areas and only between stations not more than 30 miles apart.

(iii) Circular Tour Tickets

At present, standard circular tour tickets are on issue on the Southern Railway for four tours to Northern India. These tickets

are issued for second, inter and third classes, on payment of full tariff fares, *i.e.*, without any concession.

With effect from 1st April, 1954, it is proposed to issue circular tour tickets, at concessional fares, not only for standard tours introduced by the Railway, but also for tours sponsored by travellers themselves, subject to certain conditions. The details of this issue are being finalised and will be announced to the public in due course.

(iv) Concessional Return Tickets to Hill Stations

With effect from 1st April, 1954, the issue of concessional return tickets to certain hill stations will be revived. The concessional issue is being extended to third class also, besides second and inter classes. The basis of the return ticket fare is one and a half times the single journey fare and these tickets are issued only from stations which are more than 150 miles from the hill stations concerned. The hill stations to which these return tickets will be on issue are :

- | | |
|--------------------|-------------------|
| 1. Ootacamund. | 8. Abu Road. |
| 2. Coonoor. | 9. Darjeeling. |
| 3. Kodaikanal Road | 10. Kurseong. |
| (including Kodai- | 11. Shillong Out- |
| kanal Out-Agency). | Agency. |
| 4. Simla. | 12. Solon. |
| 5. Dehra Dun. | 13. Dharampore |
| 6. Pathankot. | Punjab. |
| 7. Kothgodam. | 14. Pipariya. |

Further, concessional air-cum-rail tickets to Srinagar will also be issued with effect from 1st April, 1954, the basis of fares being return tickets at one and one-third single journey fares over the rail portion of the journey in respect of I, II and Inter classes, and at one and a half single journey fares over the rail portion of the journey in respect of third class, plus Rs. 76 per seat for the air portion of the journey.

Further details regarding the conditions of issue of the above return tickets may be had on application from the Chief Commercial Superintendent, Southern Railway.

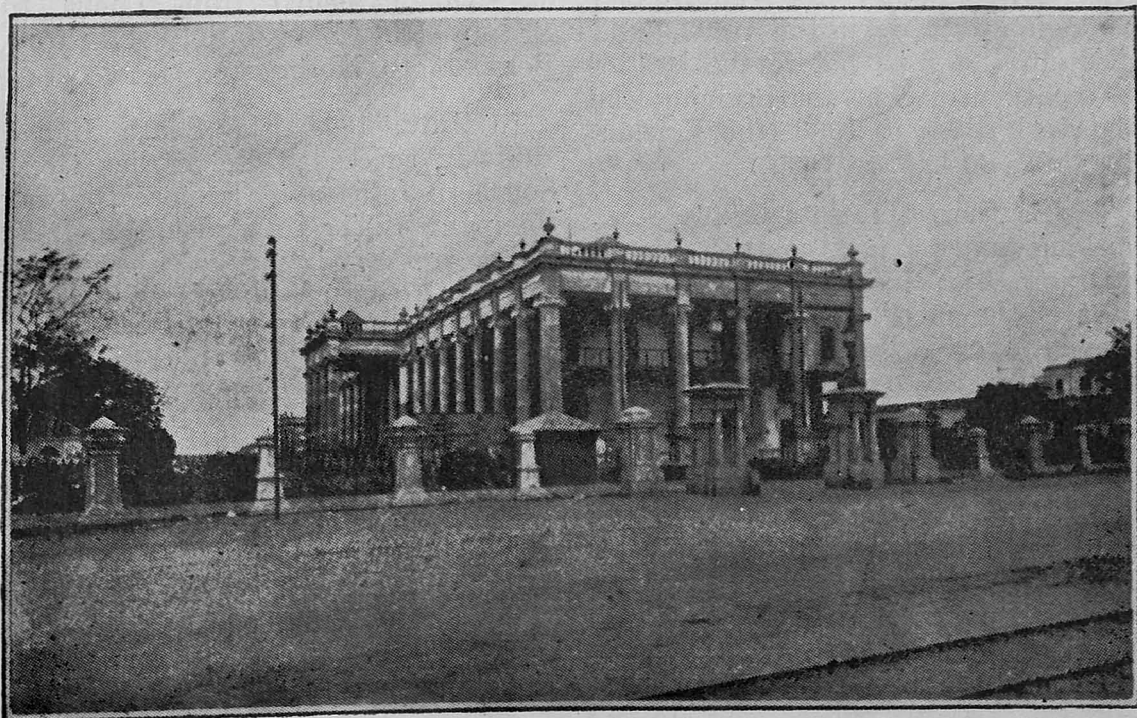
A SHORT HISTORY OF THE SOUTHERN RAILWAY

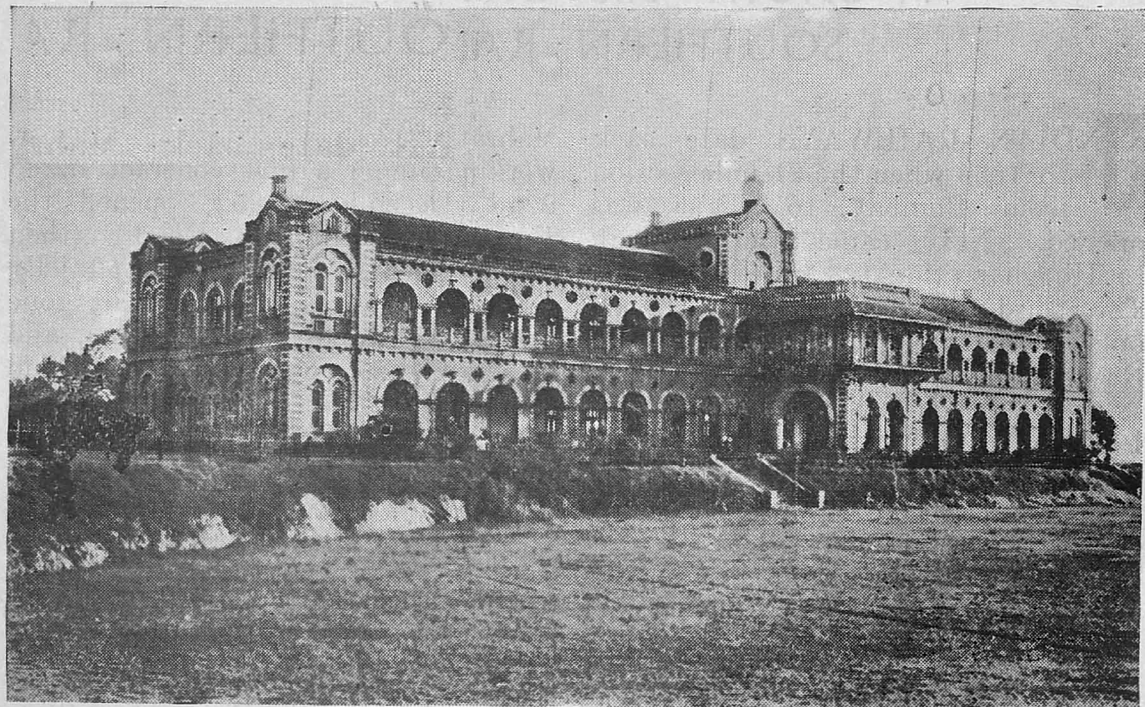
INDIAN RAILWAYS date back to 1853 when the 21-mile section from Bombay to Thana was opened. Next came the Howrah to Hoogli section (23 miles) in 1854. The third section (65 miles) to be opened was in South India from Rayapuram to Walajah Road or Arcot, as it was then called, in 1856. By 1900 our Railways totalled 25,000 miles costing about Rs. 330 crores. The pre-partition figures stood at 40,524 miles and about Rs. 882 crores. Today, the figures are 34,275 miles and Rs. 868.52 crores.

The M. & S. M. Railway Co. succeeded in 1908 the earlier Madras Railway Co. and the Southern

Mahratta Railway Co. The former, working under a first contract, dated 22nd December, 1852, opened the Rayapuram-Walajah Road (then called Arcot) section in 1856. By 1861 the Madras Railway had gone up to Kadalundi (near Calicut), and Calicut was reached in 1888 and remained a terminal at the close of the last century. The Jalarpet-Bangalore Cantonment section was opened in 1864 and was extended to Bangalore City only in 1882. By 1862 the Railway extended up to Renigunta and the line was further extended in stages up to Raichur by 1871. From 1st January, 1901, the Madras Railway Co., took over the East Coast State

Former Headquarters of the Madras Railway Company at Royapuram.





Former Headquarters of the Southern Mahratta Railway Company at Dharwar.

Railway, which had opened the line from Rajahmundry to Waltair and Bezwada to Kovvur in 1893, and filled up the gaps before the end of the century, except for bridging the Godavari River in 1900 (the Krishna river was bridged in 1893).

The Southern Mahratta Railway Co., working under a first contract, dated 1st June, 1882, constructed and worked most of the then M.G. portion of the later M. & S.M. Railway and the still later Mysore State Railway, in addition to working for the West of India Portuguese Railway, the section in Goa terminating at Mormugao, opened in 1888. The Headquarters of the Southern Mahratta Railway was at Dharwar, and starting with the opening of Hospet to Bellary and Gadag to Hotgi sections in 1884, and Dharwar to Hospet section in 1885, the Southern

Mahratta Railway was, by the end of 1890, extended from Poona to Mysore (*via* Bangalore), and from Bezwada to Mormugao.

In July, 1874, the South Indian Railway succeeded the earlier Great Southern India and Carnatic Railway Companies. The Great Southern India Railway Co., dating back to 1857, opened a line from Negapatam to Trichinopoly in 1861 and 1862, and extended it to Erode in 1868. The Carnatic Railway centred at Madras was also interested in railway construction and working.

The newly-formed South Indian Railway progressed rapidly, and by 1878 had opened the Metre Gauge line from Madras to Tuticorin (*via* Tanjore and Madura) with a gap due to the Coleroon River near Chidambaram over

which a bridge was built in 1879. In January, 1891, the South Indian Railway was purchased by the State and handed over together with the Villupuram-Guntakal State Railway to a new Company—The South Indian Railway Co.

In 1893, the section from Dharmavaram to Guntakal was handed over to the then Southern Mahratta Railway Co. From 1st January, 1908, the Jalarpet-Mangalore section of the former Madras Railway and the Nilgiri Railway went over to the South Indian Railway Company. At the same time, the South Indian Railway Co. made over to the amalgamated Madras and Southern Mahratta Railway Co., the metre gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur, and retained running powers over the Broad Gauge section from Madras to Bangalore.

The Mysore State Railway dates back to 1912 when the Mysore-Arsikere (metre gauge) section was opened. On 1st October, 1919, the M. & S.M. Railway Co. handed over to the Mysore Durbar the Metre Gauge sections Bangalore-Mysore-Nanjangud, and Birur-Shimoga (total 141 miles) belonging to the Durbar. The

Chikjajur-Chitaldrug section was opened on 1st July, 1921. A further handing over by the M. & S. M. Railway to the Mysore Railway was on 1st January, 1938, of the metre gauge lines from Bangalore to Harihar and from Yeswantpur to Hindupur.

The contracts with the South Indian Railway Co., and the Madras and Southern Mahratta Railway Co., were terminated on and from 1st April, 1944. The Mysore State Railway came under the direct control of the Government of India from 1st April, 1950.

Each of these three Railways has had its distinctive role. The M. & S. M. Railway covering both the States of Madras and Bombay brought them together, in addition to serving as the artery between North and South India. The Mysore Railway filled a gap left by the M. & S. M. Railway in the contact between Madras and Bombay States. The South Indian Railway brought the States of Madras and Travancore-Cochin together. All three merged into the SOUTHERN RAILWAY, to serve the Nation better with their combined resources and unified tackling of common problems.

Statistics on page 71

ROLE OF THE COMMERCIAL DEPARTMENT IN RAILWAYS

(Continued from page 41)

12. The Commercial staff, more than any other category of Railway servants, come into intimate contact with the public.

Let all of us—whether Officers, Inspectors, Station Masters, Asst. Station Masters, Booking Clerks, Parcels Clerks, Goods Clerks, Ticket Collectors or Ticket Examiners—remember that the public will judge

the Railway by how its Commercial staff behave.

The need sometimes does arise when we have to disagree with members of the public; but is there any need for us to be disagreeable?

If the Commercial Staff, make "Service and Courtesy" their watch-words, the Railway will certainly retain a high place in public esteem.



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NEW MANAGER OF CALTEX REFINING DIVISION

The appointment of Mr. Russel M. Brown as General Manager of its Refining Division was recently announced by Caltex Limited.

Brown is a native of Michigan, whose last overseas position was that of General Manager and Vice-President of The Bahrain Petroleum Company Limited, at its large refinery at Bahrain in the Persian Gulf.

Brown's new position involves co-ordination of the operations of the growing list of refineries in which Caltex has an interest. There are now 11 such plants operating or under construction in 9 countries of the 67 lands where Caltex markets oil.



Mr. R. M. BROWN

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"GRAYITE" (Brand)

Packing suitable for Glands, Steam, etc. manufactured from Genuine Flax, Hemp, Jute & Cotton, Boiler Compositions, Belt Preservatives, Steam Jointings, Industrial Cock Fibres, Graphited Grease, Mica, etc. Also Airvac Ventilators.

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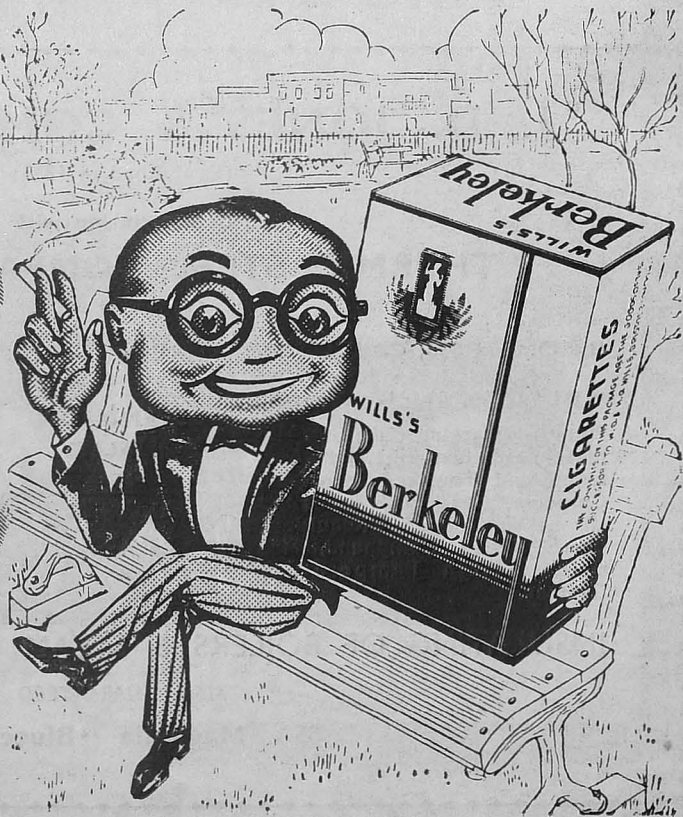


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SOUTHERN RAILWAY

Handling Arrangements for Railway Stock Depot, Rayapuram and Grainshops in Madras Area, including Villivakkam and Carting and Handling Arrangements at Madras Egmore, for a period of six months from 1st May, 1954.

Sealed tenders are invited for carrying out handling work at Railway Stock Depot at Rayapuram and Railway Grainshops in Madras area including Villivakkam and handling and carting arrangements at Madras Egmore, for a period of six months commencing from 1st May, 1954 or till the closure of the Grainshop Organization, whichever is earlier.

Tenders must be submitted on the prescribed form for handling work. The price of each tender form is **Re. 1 (Rupee one only)** payable to the Paymaster & Cashier of this Railway, at Park Town, Madras.

Intending tenderers should obtain tender forms together with terms and conditions of the contract from the Office of the undersigned on production of the official receipt granted by the Paymaster & Cashier, towards the cost of the form. Tender form is not transferable and its price is not refundable.

Production of Income-tax Clearance Certificate in the prescribed *pro forma*, **In Original**, is an essential condition for consideration of tenders. *Pro forma* of Income-tax Clearance Certificate can be obtained free of charge from the Office of the undersigned.

Tenderers, who have no taxable income and who are, therefore, unable to produce a tax clearance certificate in the prescribed *pro forma* must submit a duly sworn affidavit to that effect countersigned by the Income-tax Officer concerned as to its correctness.

The last date for the receipt of completed tenders is 15-00 hours on 19th April, 1954.

Controller of Grainshops

OFFICE OF THE CONTROLLER OF GRAINSHOPS,
S. RLY., MADRAS BEACH STATION BLDGS.,
MADRAS-1,

Dated 26th March, 1954.



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SOUTHERN RAILWAY

REVISION OF TIME TABLES FROM 1ST APRIL, 1954

(Changes in timings as well as introduction or elimination of train services and stops are involved. The more important items are listed below. Please refer to Time Tables available for sale at stations or Sheet Time Tables exhibited at stations for details.)

NEW TRAINS INTRODUCED AND TRAINS EXTENDED

- * MADRAS/ITARSI Bi-weekly Janata-cum-Parcels Express (Madras dep. 11-10 a.m. on Mondays and Thursdays; arr. 10-25 a.m. on Wednesdays and Saturdays).
- * BANGALORE/TRICHINOPOLY Express (Bangalore City 6-25 p.m.—Trichinopoly 6-05 a.m.; Trichinopoly 9-20 p.m.—Bangalore City 9-35 a.m.).
- * SHORANUR/COCHIN Passenger (Shoranur 5-35 p.m.—Cochin Harbour 10-15 p.m.).
- * ERODE/KODUMUDI Local each way, both morning and evening.
- * SAMALKOT/COCANADA BRANCH—More Rail Car services.
- * BEZWADA/MASULIPATAM Express morning to Bezwada and evening to Masulipatam.
- * KURNOOL/BEZWADA Express to and from Masulipatam.
- * TINNEVELLY/TIRUCHENDUR trains connecting with Tinnevely/Madras Expresses.
- * TANJORE to TRICHINOPOLY—Afternoon Local.
- * POONA/HUBLI & KOLHAPUR—Daily Express instead of tri-weekly.
- * JALARPET/SALEM—Connection for Madras/Bangalore Express both ways.

Note.—(i) Train service suitably re-adjusted by way of cancellation of certain trains replaced by new trains, extension of certain trains and other modifications.

(ii) Certain unjustified mixed trains cancelled in the (ex-M. & S. M. and ex-M. S. Ry. portions). Similarly, the late night train between Katpadi and Chittoor cancelled.

CHANGES IN TIMINGS

(P.M. is indicated by an asterisk)

(E = Express; JE = Janata Express; M = Mail; P = Passenger;)

Train.	Starting Station.	Time.	Remarks.	Destination.	Time.	Remarks.
E	MADRAS	9-15	30 mts. later.	DELHI	8-10	No change.
"	DELHI	6-50*	25 mts. later.	MADRAS	5-25*	25 mts. earlier.
M	MADRAS	8-20*	15 mts. later.	CALCUTTA	10-45	No change.
"	CALCUTTA	4-50*	No change.	MADRAS	7-00	20 mts. earlier.
JE	BEZWADA	3-30*	35 mts. later.	HOWRAH	5-15	No change.
"	HOWRAH	10-05*	No change.	BEZWADA	4-50	10 mts. earlier.
E	MADRAS	7-45*	15 mts. later.	MANGALORE	5-20*	15 mts. earlier.
"	MANGALORE	9-00	15 mts. later.	MADRAS	7-20	10 mts. earlier.
"	MADRAS	6-05*	5 mts. earlier.	COCHIN HR.	11-45	25 mts. earlier.
"	COCHIN HR.	3-00*	25 mts. later.	MADRAS	8-25	No change.
P	SHORANUR	5-35*	....	COCHIN HR.	10-15*	(a).
JE	TRICHINOPOLY	1-00*	10 mts. later.	MANGALORE	8-55	20 mts. earlier.
"	MANGALORE	6-00*	No change.	TRICHINOPOLY	3-55*	15 mts. earlier.
P	WALTAIR	9-25	90 mts. later.	POONA	6-15	15 mts. later (b).
"	BANGALORE CITY	5-15*	10 mts. earlier.	MADRAS	5-45	65 mts. earlier (c).
"	CALICUT	5-50*	No change.	JALARPET	10-15	65 mts. earlier (d).
"	JALARPET	5-00*	125 mts. later.	CALICUT	8-20	No change (e).
"	JALARPET	10-35	....	SALEM	2-20*	(f).
"	ERODE	10-20*	65 mts. earlier.	TRICHINOPOLY	3-20	55 mts. earlier (g).
"	COIMBATORE	9-32*	....	METTUPALAIYAM	10-45*	(h).
"	METTUPALAIYAM	7-45	25 mts. earlier.	COIMBATORE	9-25	23 mts. earlier (i).
"	SHORANUR	9-50	90 mts. earlier.	COIMBATORE	1-45*	110 mts. earlier (j).

CHANGES IN TIMINGS—(contd.)

Train.	Starting Station.	Time.	Remarks.	Destination.	Time.	Remarks.
E	MADRAS ..	8-20*	No change.	TRIVANDRUM ..	6-15*	20 mts. earlier.
"	TRIVANDRUM ..	8-00	10 mts. later.	MADRAS ..	6-00	No change.
P	MADRAS ..	8-35*	65 mts. earlier.	TRIVANDRUM ..	5-20	55 mts. earlier (k).
"	TRIVANDRUM ..	8-30*	10 mts. later.	MADRAS ..	5-20	No change.
E	MADRAS ..	9-30*	25 mts. earlier.	TUTICORIN ..	4-30	5 mts. earlier.
P	MADRAS ..	10-45	35 mts. earlier.	DHANUSHKODI ..	6-30	30 mts. earlier (l).
"	DHANUSHKODI ..	7-20*	20 mts. later.	MADRAS ..	3-10*	5 mts. later.
"	TRIVANDRUM ..	3-40	60 mts. later.	TINNEVELLY ..	2-30*	20 mts. later (m).
"	MANIYACHI ..	10-35	No change.	TUTICORIN ..	11-25	15 mts. earlier (n).
"	TUTICORIN ..	2-30*	40 mts. later	MANIYACHI ..	3-25*	25 mts. later.
"	MADURA ..	2-35*	....	MANAMADURAI ..	4-00*	(o).
"	MANAMADURAI ..	9-30*	....	MADURA ..	10-55*	(p).
E	POONA ..	7-35*	60 mts. earlier.	HUBLI ..	9-45	50 mts. earlier (q).
P	MIRAJ ..	12-00	120 mts. later.	HARIHAR ..	2-15	65 mts. later (r).
"	POONA ..	10-40*	No change.	HUBLI ..	5-00*	35 mts. earlier (s).
"	HUBLI ..	5-15	50 mts. later.	SHOLAPUR ..	6-10	65 mts. later (t).
"	ARSIKERE ..	9-00	160 mts. later.	HUBLI ..	7-20*	No change.
"	LONDA ..	6-45*	115 mts. later	CASTLE ROCK ..	7-55*	120 mts. later (u).
P	LONDA ..	5-10	40 mts. later.	POONA ..	8-40*	15 mts. later (v).
"	BANGALORE ..	10-25	135 mts. later.	MYSORE ..	4-25*	125 mts. later (w).
E	BANGALORE ..	4-50*	75 mts. earlier.	MYSORE ..	8-35*	75 mts. earlier.
P	KATPADI ..	3-20*	52 mts. later.	DHARMAVARAM ..	3-50	2 mts. later (x).
"	GUDUR ..	5-32	No change.	KATPADI ..	3-12*	48 mts. earlier (y).

(a) Replaces upto Chalakudi, train leaving Shoranur at 2-20 a.m.

(b) Connects Raipur to Waltair Passenger.

(c) Stops only at Trivellore between Arkonam and Madras.

(d) Connects Bangalore to Madras Express at Jalarpet.

(e) Connects Madras to Bangalore Express at Jalarpet. Stops at more important stations upto Salem.

(f) Replaces the Passenger train leaving Jalarpet at 5 p.m. Connects Bangalore to Madras Express at Jalarpet and stops at all stations *en route*.

(g) Connects Madras to Trivandrum Express at Trichinopoly.

(h) Replaces the Passenger train leaving Coimbatore at 1-20 a.m. Connects cochin to Madras Express and Trichinopoly to Mangalore Janata Express.

(i) Provides a more convenient morning service to Coimbatore for students, etc.

(j) Connects at Olavakkot, the Passenger to Dindigul.

(k) Provides an early night stopping train from Madras to Chingleput.

(l) Provides a convenient arrival at Dhanushkodi for pilgrims.

(m) Connects at Tenkasi, the Dindigul Passenger and Madras to Trivandrum Express.

(n) Runs through a few of the less important stations.

(o) Replaces the Passenger train leaving Madura at 8-15 a.m. Provides an afternoon service from Madura to Manamadurai, connecting at Manamadurai the Indo-Ceylon Express.

(p) Replaces the Passenger train leaving Manamadurai at 11-20 a.m. connects at Madura the Shencottah to Madras Passenger.

(q) Connects Hubli to Mysore Passenger.

(r) Provides an evening service from Belgaum for students.

(s) Connects the evening Hubli to Sholapur Passenger.

(t) Connects the Poona to Hubli Passenger.

(u) Connects the Bangalore to Poona Mail and Miraj to Harihar Passenger.

(v) Provides a later and more convenient departure from Londa.

(w) Connects the Madras to Bangalore Passenger and Trichinopoly to Bangalore Express.

(x) Connects Madras to Bangalore Express. Runs through a few of the less important stations from Katpadi to Pakala.

(y) Connects the Madras to Bangalore Express at Katpadi. Leaves Katpadi to the present timings so as to provide an evening service from Vellore onwards.

THROUGH AND SECTIONAL CARRIAGE SERVICES.

* Between KATPADI & KURNOOL, a through carriage (3-20 p.m. from Katpadi, and 2-17 p.m. from Kurnool, by the all-metre gauge route).

* Between BANGALORE & METTUPALAIYAM, one through carriage by Bangalore and Nilagiri Expresses (3-55 p.m. from Bangalore and 5-35 p.m. from Mettupalaiyam) and another through carriage by Bangalore-Trichinopoly Express, Cochin Express and Mettupalaiyam-Coimbatore Passenger (6-25 p.m. from Bangalore and 7-30 p.m. from Mettupalaiyam).

STOPS INTRODUCED.

Madras Region (BG).

KESAVARAM, Bitragunta-Cocanada Passenger.

NIDAMANURU, morning Passenger Bezwada to Masulipatam.

TENNERU HALT, Masulipatam to Donakonda Passenger.

Trichinopoly Region (MG).

ARIYALUR, Madras-Tuticorin Expresses.

AMBATURAI, Tinnevely to Madras Express.

MALLIAM, ALAKKUDI, AIYANAPURAM, SOLAGAMPATTI, TONDAMANPATTI and MANJATTIDAL Madras to Trivandrum Passenger.

NIDUR, Villupuram to Trichinopoly Passenger.

SESHANCHAVADI, evening Vriddhachalam to Salem Passenger.

KATTUR, Trichinopoly to Vriddhachalam Passenger.

Mysore Region (MG).

SULDHAL, Poona to Hubli Express.

NANDRE & TAKARI, Hubli to Poona Express.

SHIRAVDE, SHENOLI, BHAVANINAGAR, TAKARI and NANDRE, Poona to Hubli Passenger.

MARKAPUR ROAD and GIDDALUR, Kurnool-Masulipatam Expresses.

STOPS CUT OUT.

SULLURUPETA, Grand Trunk Express.

MADUKARAI, Madras-Cochin Expresses.

KAMBARASAMPETTAI & MEKKUDI, Trichinopoly to Erode night Passenger.

BASIN BRIDGE, PERAMBUR, VILLIVAKKAM, KORATTUR and AMBATTUR, Madras to Jalarpet Passenger.

MOSUR, TIRUVELANGADU, MANUR and KADAMBATTUR, Raichur to Madras Passenger.

MANCHILI, VELPURU, SATYAVADA and KALDHARI, Narasapur to Cocanada Passenger.

SIVADEVUNICHICKALA, SRUNGAVRUKSHAM MANCHILI, VELPURU, SATYAVADA and KALDHARI, Narasapur to Nidadavolu Passenger.

KALDHARI, SATYAVADA, VELPURU, MANCHILI and SRUNGAVRUKSHAM, Rajahmundry to Narasapur Passenger.

GORINTADA, Cocanada to Narasapur Passenger.

RAMAVARAPADU, NIDAMANURU, VENTRAPRAGADA, KAVUTARAM, KAVUTARAM GATE, VADLAMANNADU and CHILAKALAPUDI, Narasapur to Masulipatam Passenger.

Trichinopoly Region (MG).

ARIYALUR, Madras-Tinnevely Expresses.

ARIYALUR, TENMALAI and KUNDARA, Madras-Trivandrum Expresses.

PANDIYAPURAM, KAILASAPURAM and MILAVITTAN, Maniyachi to Tuticorin Passenger, connecting the Madras to Tinnevely Express.

PANDIYAPURAM, KAILASAPURAM and MILAVITTAN, Tuticorin to Maniyachi Passenger, connecting the Tinnevely to Madras Express.

KOKKALANJERI and PASUMALAI, Tinnevely to Madura Passenger.

MADURA BRIDGE, PARAVAI GATE and VILANGUDI, Sholavandan to Madura Passenger trains.

VELI, Madras to Trivandrum Passenger.

Mysore Region (MG).

BHILAVADI, RAJEWADI and JEJURI, Hubli to Poona Express.

BHILAVADI, Poona to Hubli Express.

BOMMASAMUDRAM, RAMAPURAM, PEYANAPALLI HALT and KOTTAKOTA, Katpadi to Dharmavaram Passenger.

TIKEKARVADI, the evening Hubli to Sholapur Passenger.

AMARGOL, Dharwar-Gadag Passengers and Dharwar-Hubli Locals.

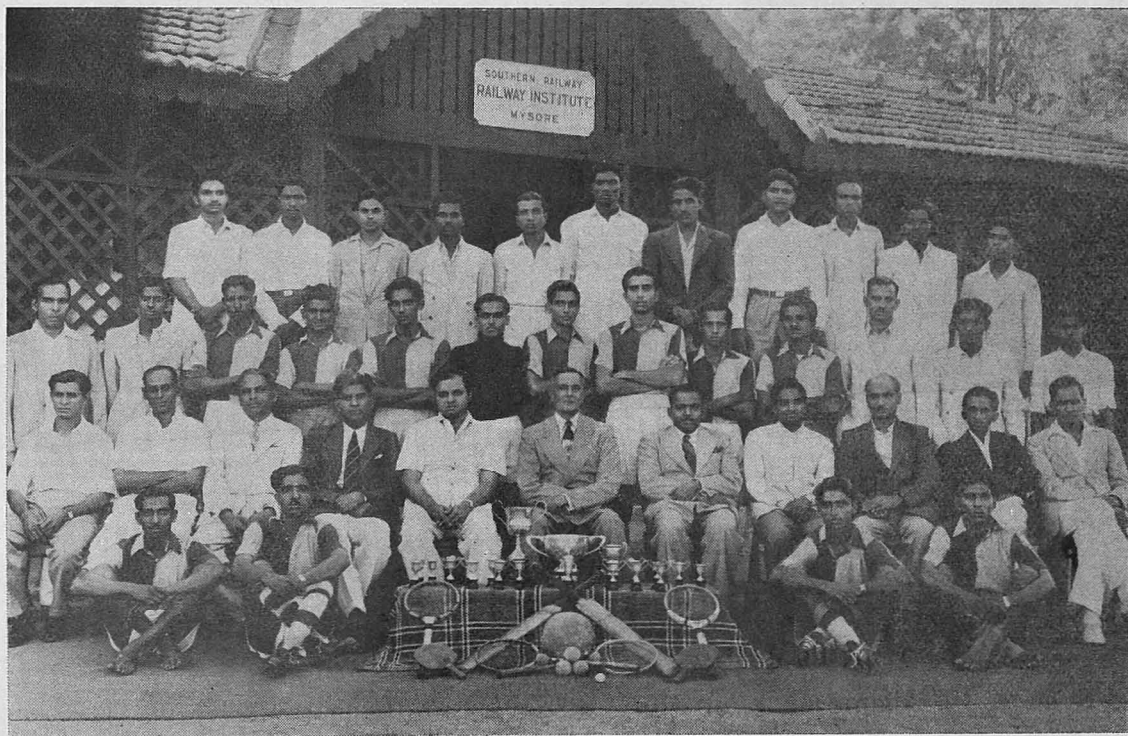
Special Note.—From a date to be notified, No. 611 Madras-Shencottah Passenger timed to leave Madras Egmore at 7-40 hours in the Time Table will leave at 7-35 hours due to the opening of the Perungalathur halt between Tambaram and Vandalur.

S. R. SARMA,

Chief Operating Superintendent.

MYSORE RAILWAY INSTITUTE

The Southern Railway Institute, Mysore, has been declared as the Champion Institute in games for the Metre Gauge North Region for 1953-54, having won the inter-Institute Football Tournament, Badminton Doubles and Singles & Doubles in Table Tennis. The photo taken on the occasion is published below :



Sitting :

1. C. Ramaswamy, 2. M. Jayagopal (member in charge of sports), 3. S. L. Rajeswaran, 4. J. Manuel (Secretary), 5. B. P. Shenoy (District Engineer and Vice-Chairman), 6. M. Cheluve Urs (Regional Mechanical Engineer and Chairman), 7. M. M. Nathaniel (Regional Personnel Officer and Secretary, S.R.A.A.), 8. V. L. Narayan, 9. M. Guruswamy, 10. M. B. Raju, and 11. K. C. Ranga Iyengar.

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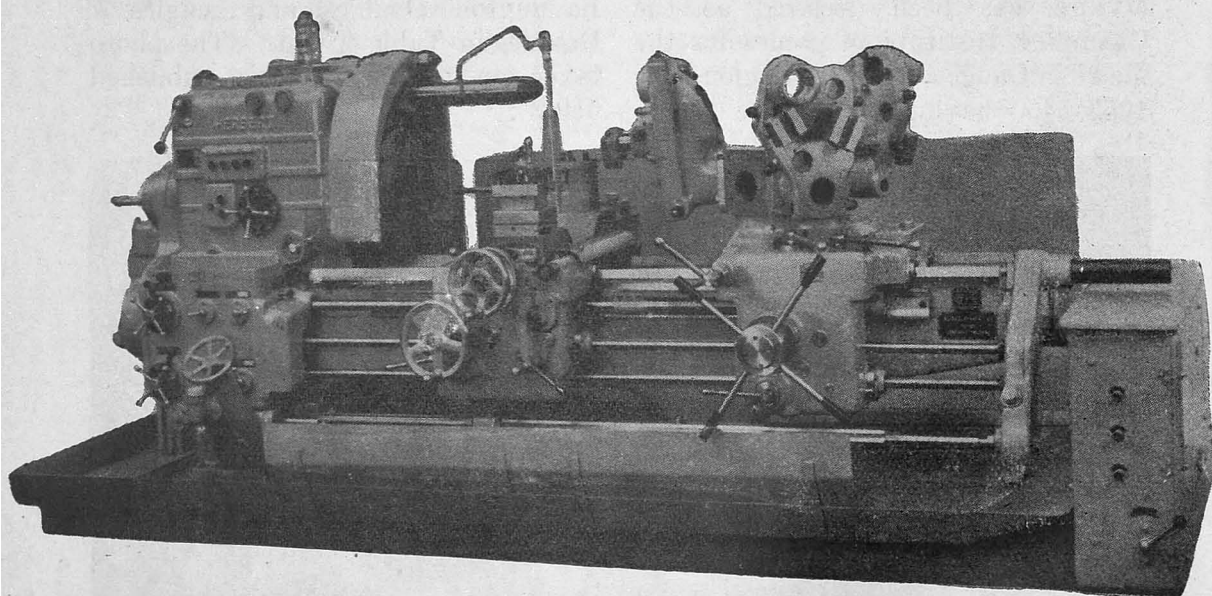
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Misc. 130

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FORTHCOMING INTERNATIONAL RAILWAY CONGRESS AT LONDON

The 16th International Railway Congress will be held at Church House, Westminster, London, from 19th to 26th May this year. The British Transport Commission is sponsoring the gathering, and one of its chief officers, Mr. J. L. Harrington, is Chairman of the local organising commission. Founded in Brussels in 1885, during the celebration of the fiftieth anniversary of the Continent's first public railway (the Brussels-Malines line), the International Railway Congress Association, which still has its headquarters in that city, possesses a membership covering most countries in the world. The foremost authorities in railway administration, engineering and working, as well as representatives of governments, participate in its proceedings.

Some 450 delegates are expected to attend the forthcoming Congress. As is usual, the subjects for discussion are grouped in five sections: way and works; locomotives and rolling stock; working; general; and colonial and light railways. Eleven questions are for discussion. Some months ago subjects and reporters were chosen

by the permanent commission. There are several reporters for each subject, and each reporter covers so many countries. He circulates a questionnaire to member undertakings in those countries and summarises and reports upon the result. A special reporter for each subject finally summarises the reports and draws up conclusions for submission to the Congress. The reports are published in the bulletin of the Association, and the special reporters' summaries are available some time before the Congress, which draws up final recommendations. These are in no way mandatory, but are left for consideration by member governments and railway administrations.

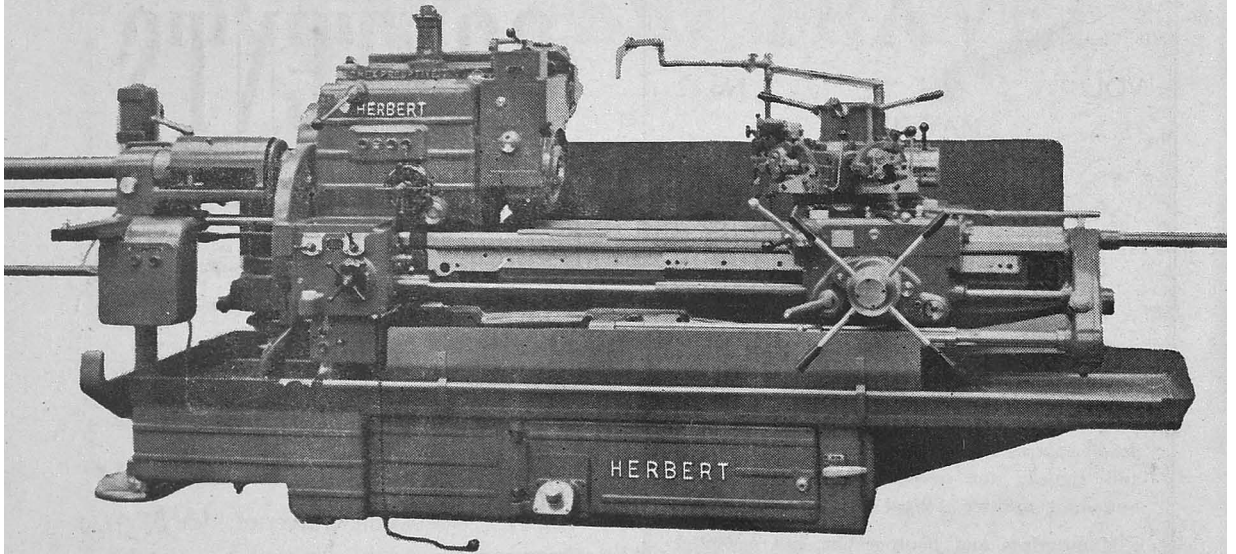
Technical visits will be paid to depots and installations on British Railways and London Transport, as well as to the works of manufacturers of railway plant and equipment. The Congresses, which are held every three or four years, thus stimulate study and thought on a wide variety of subjects, and provide opportunities for personal contact and informal discussion.

(Continued from page 61)

STATISTICS

Route mileage	6,024	No. of passengers (<i>in millions</i>)	209
Track mileage	7,634	Passenger Miles (<i>in millions</i>).	6,491
No. of stations including out- agencies and train halts ..	1,484	No. of tons carried (<i>in millions</i>)	13.9
Capital at charge (<i>in Crores of rupees</i>)	117.24	Ton miles (<i>in millions</i>) ..	3,323
Gross Earnings (<i>in Crores of rupees</i>)	44.87	Train miles (<i>in millions</i>) ..	35.9
Working Expenses (<i>in Crores of rupees</i>)	38.53	No. of locomotives	1,421
Net Earnings (<i>in Crores of rupees</i>)	6.34	No. of wagons	26,963
		No. of coaches	3,683
		No. of staff employed	147,480

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